

The California Expositions

OPENING ON TIME

100% COMPLETE

Panama-Pacific International

SAN FRANCISCO

FEBRUARY 20th, TO DECEMBER 4th, 1915

Panama-California

SAN DIEGO

JANUARY 1st TO DECEMBER 31st, 1915

The World's Most
Wonderful Expositions

FORTY-THREE STATES AND TERRITORIES AND
FORTY-TWO FOREIGN NATIONS TO EXHIBIT

Argentina, Australia, Belgium, Canada, China, Cuba, Denmark,
England, France, Germany, Italy, Japan, Netherlands, New Zealand,
Norway, Russia, Sweden, Turkey

AN OCEAN VOYAGE IN HOME WATERS

The Southern Pacific Company operates the only line of steamships plying direct between New York and New Orleans.

The trip, occupying between four-and-a-half and five days, is not only adapted to those bent on pleasure, but appeals to those seeking complete rest and change of surroundings, and is also a favorite route for the commercial traveler, since he loses only one business day, as against the rail trip, but enjoys perfect rest and gains the benefit derived from the invigorating air.

An Ideal Trip the Year Round—This route is agreeable both for summer and winter travel. Tempered by the balm of the Gulf stream the winter trip is comfortable, and in the summer the bracing salt sea air and the ozone of the ocean give new life and vigor.

The steamer, upon leaving her pier, wends her way down New York Bay, passing in succession Battery Park, the historic Castle William, and the great Bartholdi Statue of Liberty. She then passes through the Narrows, with the Quarantine Station and Fort Wadsworth on the right, and Fort Hamilton and the ancient Fort Lafayette on the left.

From the lower bay she glides out upon the Atlantic, rounding Sandy Hook Light and the Twin Lights of the Highlands of Navesink.

After leaving Sandy Hook, the Jersey Coast, with its famous summer resorts, is kept in view until Atlantic City, with Absecon Light, is passed. This is the last sight of land until Hatteras Light on the coast of North Carolina is made. The vessel's course is now shaped across the Gulf Stream, until near Matanilla Reef, off the Great Bahama Banks, when the Gulf Stream is re-crossed and Jupiter Light, on the Coast of Florida, is sighted. At this point a signal station is located, and the vessel is reported from there.

The Florida Coast is now kept in sight, passing her many lights on the coral reefs in the following order: Fowey Rock Light, Carysfort Light, Alligator Light, Sombrero Light, American Shoals Light. Then Sand Key Light appears, which is the most southern possession of the United States, and within fifty-seven miles of the line of the Tropics; also sighting at the same time the City of Key West. We next make Rebecca Shoals Light, and then the group of islands known as the Dry Tortugas, on which is located Fort Jefferson.

After passing Loggerhead Key Light, the course is shaped northwest across the Gulf, until the South Pass Light is made. After entering the Southwest Pass, one of the passes of the Great Delta of "The Father of the Waters," we see on either side the Eads Jetties, considered one of the engineering feats of the age.

The ship is now abreast of Port Eads and the Health Officer makes his official visit. She then proceeds through the narrow stream of the South Pass, until she enters the great Mississippi 100 miles below the Crescent City. The river banks from this point are one succession of fertile plantations under a high state of cultivation. Forts Jackson and St. Philip having been passed, Port Chalmette, three miles below New Orleans, is reached.

We now arrive within the zone of the great metropolis of the South, and from this point a most beautiful panoramic view presents itself from the deck of the vessel. The city, barricaded as it were by the levees, lies nestled beneath the level of the Great River.

Circle Tours

Circle tours can be arranged from any point in the United States by application to the General Passenger Agent of the Steamship Line. These tours meet the wishes of travelers in every respect. A man can start from Portland, Oregon, through Oregon, Idaho and intermediate States to New York, sail thence to New Orleans and make his way home through Texas, California and north to Portland. Or he can start from Houston, go to New Orleans by rail, sail to New York and get back to Texas by land; nor need these be the limit. The Southern Pacific through its Trans-Pacific connections practically extends from New York to the Hawaiian Islands to China, to Japan and the Philippines, for you can take at San Francisco one of the magnificent new steamships of the Pacific Mail S. S. Co. for all points in the Orient; Oceanic Steamship Company for Honolulu and Australia or the Union Steamship Company for Australia. Leaving New York outward by rail these Circle tour tickets are on sale by the following lines—New York Central, Lehigh Valley, Erie, Lackawanna, Central of New Jersey, Philadelphia & Reading, Baltimore & Ohio, New York, Ontario and Western, returning to New York by rail. Outward from New York by Steamer passengers have the choice of principal lines returning from New Orleans. These trips make a delightful vacation; five days on the water, as many days in New York or New Orleans as may be desired, with stop-over privileges at principal points on Rail Lines, within period of six months, limit of ticket.

THE FLEET

SAILINGS WEDNESDAY AND SATURDAY

FROM NEW YORK, 12.00 NOON FROM NEW ORLEANS, 10.00 A. M.
Pier 48, North River, Foot West 11th Street Head St. Ann Street

Sailing schedules are subject to change without notice, and no reservation for a particular date or steamer is to be deemed a contract on the part of this Company that such steamer will sail on the date for which reservation is made or that any other steamer will sail on said date in place of the steamer scheduled to sail; and the Company will not be responsible for any loss, damage or expense whatever that any passenger may incur by reason of a change in sailing dates. When a reservation is affected by a change in sailing schedules, the Company will, however, endeavor to mail notice of such change to the name and address, if any, left with it for that purpose.

CREOLE	MOMUS	ANTILLES
Captain B. F. Jacobs	Captain C. P. Maxson	Captain H. T. Boyd
PROTEUS	COMUS	
Captain John Nelson	Captain P. M. Midboe	

RATES OF PASSAGE

INCLUDING MEALS AND BERTH ON STEAMER

First Cabin, either way.....	\$42.50
First Cabin, round trip both ways by steamer (limit, 6 months).....	75.00
First Cabin, round trip, one way by rail.....	75.00
Second Cabin, either way.....	32.50
Steorage, either way.....	21.00
Suites of Parlor, Bedroom and Bath—Extra Fare, one way.....	45.00

A minimum of two full fares is required for occupancy of Suites, in addition to Extra Fare.

"One Hundred Golden Hours at Sea"—New York to New Orleans

DESCRIPTION OF MOMUS, ANTILLES, CREOLE

The MOMUS, ANTILLES and CREOLE are steel, full powered, ocean-going passenger and cargo vessels of a type that has never before been equaled for coastwise service. They are deep-sea vessels of unusual strength, capable of navigating any waters of the globe, and their comfortable sea-going qualities, excellently arranged and airy passenger accommodations, large, roomy cargo holds, high speed and beautiful models, make them the undisputed peers of all coasting vessels.

The three vessels are of the same general dimensions, and the models and internal arrangements of all are identical: length, 440 feet; beam, 53 feet; depth, 37 feet; load draft, 26 feet; dead weight capacity, 4,500 gross tons; displacement, 10,600 gross tons.

Each of these ships is fitted with three double-ended and four single-ended boilers, the former being the largest boilers built in America. The engines are triple expansion, of new design, with cylinders thirty-four inches, fifty-seven inches and one hundred and four inches in diameter, respectively, by sixty-three inches stroke, the working pressure being two hundred and thirty-four pounds per square inch.

Passenger Accommodations

First Cabin

Suites—There are four luxurious suites located on the saloon and promenade decks, each suite consisting of bedroom, parlor, and private bath and toilet. The bedroom contains a brass bed, wash-basin and wardrobe. The parlor may be used



BEDROOM OF SUITE

Equipment of Ships WIRELESS

These ships are equipped with Marconi Wireless telegraph apparatus and telegrams are accepted on board for transmission to all parts of the world and to passing ships. Rates can be obtained from the operators on board.

TO SEND MESSAGES TO SHIPS

Telegrams for transmission to ships at sea are accepted at the offices of the Western Union Telegraph Company and the Postal Telegraph Company, as well as at the Marconi Company's head office at No. 27 William Street, New York, where full information can be obtained. All messages to or from ships must be prepaid.

SHIPS ARE LIGHTED AND HEATED BY ELECTRICITY

The Promenade Decks—In view of the agreeable atmospheric conditions under which the entire trip is made, the ships plying in this service are constructed with ample promenade decks, which is a feature especially appealing to the comfort and pleasure of the passengers, inasmuch as they may remain on the deck the greater portion of the voyage, and receive the full benefits of the pure salt sea air.

Seats at Table—The steward will assign all passengers to seats at tables on day of sailing. Seats are reserved for the entire voyage.

Steamer Chairs and Rugs—A charge of \$1.00 is made for use of steamer chairs and \$1.00 for rugs, for one trip. Application should be made to the purser.

For the Ladies—Each steamer is provided with experienced Stewardesses, who will look after the comfort and welfare of lady passengers.



FIRST CABIN STATEROOM

Courtesy to Patrons is Instilled into Every Employee of the Southern Pacific



FIRST CABIN DINING SALOON

as a bedroom, as it contains upper and lower berth, which may be converted into a lounge during the day. These suites will accommodate four persons (two in parlor, and two in bedroom) and are convenient for families or parties wishing to be together on the voyage, as they afford the privacy of a home.

Staterooms for 148 first-cabin passengers are located amidship on the saloon and promenade decks, all being outside rooms, light, airy, comfortable and with plenty of ventilation, **windows being opened or closed as desired.** All rooms are entered from the inside of ship, hence doing away with the inconvenience of having to step out on deck to enter, or to go from one part of the ship to another in first-cabin quarters.

Each of the first-cabin rooms contains upper and lower berth and in addition a comfortable lounge, necessary wash-basin, wardrobe with drawers conveniently arranged for receiving wearing apparel, etc., etc.

Baths and Toilets are conveniently located on both the saloon and promenade decks, about the center of each deck, and are easily reached from all staterooms.

See the Steward immediately on embarking and arrange for daily bathroom privilege. This is free.

Bar and Barber Shop are located on the promenade deck, adjoining the smoking room, the Bar being on the Port side and the Barber Shop on the Starboard side.

The Dining Saloon, finished in rich mahogany (in pure Colonial style), is located on the upper deck, has seating capacity for a full list of passengers, thereby assuring excellent table service, all being served at one sitting. Piano is located in Dining Saloon.

The Smoking Room, located aft on the promenade deck, is finished in oak Flemish design, and is fitted with lounges, tables and chairs, affording opportunity to indulge in card and other games.

The Library, located forward on the saloon deck, is finished and decorated in Italian Renaissance and is fitted with comfortable lounges, tête-à-têtes, writing desks, also the latest magazines and books of fiction. This makes a delightful lounging room for ladies.

Second Cabin

Staterooms for thirty-eight second cabin passengers are located on the upper deck aft. The staterooms, containing two berths and settee, are all comfortable and well ventilated. Like the first cabin staterooms they open from inside, are fitted with upper and lower berths, lounge, wardrobe and wash-basin.

The Dining Saloon is located on the upper deck, and accommodates full list of passengers at one sitting.

Toilets are conveniently located on the upper and main decks.

Steerage Accommodations

Are located forward on the main deck, and as many as 100 passengers can be comfortably carried.

Description of the Proteus and Comus

Like the other ships, these are constructed of steel throughout. They are each 7,250 tons burden, 406 feet long, 48 feet beam and 33 feet 9 inches deep.

First Cabin accommodations for 73 passengers are located on the saloon and upper decks.

The Staterooms on these ships are not only commodious, but handsomely appointed and finished, and contain each upper and lower berths and a lounging sofa.



LADIES' PARLOR AND LIBRARY, STEAMSHIPS MOMUS, ANTILLES, CREOLE

Southern Pacific Service is the Standard



SMOKING ROOM, STEAMSHIPS ANTILLES, MOMUS, CREOLE

The Dining Saloons are large, elegantly appointed apartments, equipped with comfortable chairs, tables and lounges, and have seating capacity for full company of passengers at one sitting.

The Ladies' Parlor, on the upper deck, is fitted especially for the comfort and convenience of lady passengers. An experienced stewardess is in attendance.

These ships are equipped with player-pianos.

The Smoking Room is on the upper deck.

Magazines, periodicals and all accessories of an up-to-date club may be had of the pursers.

Barber. Experienced barber in attendance.

Second Cabin accommodations for 30 passengers are located aft on saloon deck. These are outside rooms and neatly furnished.

Steerage Accommodations for 100 passengers are located forward below deck.

Children

Children five years of age and under twelve will be given half rate. Children under five years of age occupying berth with parent or guardian will be carried free. Not more than two children carried free.

Reservations

Reservations will only be made in name of party to occupy accommodations and must be claimed and paid for *one week prior* to sailing. In making reservations, full name and address should be given, and must state whether for "Mr." "Mrs." or "Miss."

One person desiring entire stateroom will be charged \$21.25 additional in each direction.

Passengers should go to purser's office immediately on boarding steamer, to receive stateroom keys.

Baggage

Baggage will be checked through to destination of ticket.

Each full ticket entitles passenger to one hundred and fifty (150) pounds free. All baggage in excess of 150 pounds will be charged for at excess rates shown in tariff on file at offices of Company and at Ticket Offices on piers. **Any single piece weighing over 250 pounds cannot be checked as baggage.**

For any piece of baggage any dimension of which exceeds forty-five (45) inches, there will be a charge for each inch in excess of forty-five (45) inches for each such dimension equal to the charge for five pounds of excess weight, measurements to include gable or dome-shaped ends or similar protuberances.

All baggage should be marked with passenger's name, also name of ship. Baggage tags can be obtained at any office of the Company.

Excess baggage will be charged for at the rate of \$1.60 per hundred (100) pounds between New York and New Orleans. **All baggage must be claimed and rechecked at Company's piers at least one hour before sailing.**

Baggage in Staterooms

Only regulation steamer trunks not exceeding thirteen inches high will be allowed in staterooms or suites. All other trunks will be stored in baggage-room.



DECK GAMES AFFORD MUCH PLEASURE

New Orleans, the Mardi Gras City



MUSIC MAKES THE EVENINGS PLEASANT

Dogs, Cats, Birds and Other Pets

will not be allowed in staterooms or cabins, but must be placed in charge of the porter. Arrangements must be made at Southern Pacific office on pier as to charges before boarding steamer. Charge for dogs or cats is \$5.00 each.

Mail, Telegrams or Parcels

addressed to passengers in care of the Southern Pacific Company and ship will be delivered to the passenger by the purser. Name of ship and date of sailing or arrival should be shown in addition to address. Return and forwarding address, if any, should be on all mail.

Suggestions for Making Trip Enjoyable

Reach the ship at least an hour before sailing time to become familiar with your surroundings.

Reduce your baggage to a minimum. Use steamer trunks. These can go in the stateroom with you. All others must be placed in the baggage-room.

See that all requisites during trip are in your steamer trunk or grip. It will save you inconvenience.

You will find it interesting to take snap-shots during the trip. A folding kodak serves the purpose.

The pursers will cheerfully give information to passengers as to how to reach railroad depots, hotels, theatres and places of interest in New York and New Orleans.

Exercise at Sea

One of the advantages which water travel affords is the opportunity to exercise by walking. For the information of passengers, the distance around deck of Steamships PROTEUS and COMUS is 12½ laps to the mile; on Steamships ANTILLES, MOMUS and CREOLE is 11 laps to the mile.

Prepaid Ticket Orders

On application to any Southern Pacific agent, an order can be purchased—made out in the name of the individual who is to make the trip, and not transferable—which can be mailed by the purchaser to the person named in the order. The ticket will be delivered on presentation of the order to the ticket agent on whom it is drawn. In order to protect purchasers of prepaid orders, we insist that party presenting order must be fully identified before our agent delivers ticket. Cash, not to exceed \$25.00 with each ticket, in addition to the ticket can be furnished if desired. Or, if preferred, the necessary amount can be deposited with any of the Company's agents, who will arrange by telegraph to have the ticket (or ticket and cash) delivered at any address.

How to Reach the Company's Pier in New York City

Steamer leaves New York from Pier 48, North River, foot of West Eleventh Street, at 12 noon, sharp.

The Pier can readily be reached by using any North or South Bound Elevated, Surface or Subway Line and transferring or changing to Crosstown Cars at Fourteenth Street or Eighth Street, going West to West Street and North River.

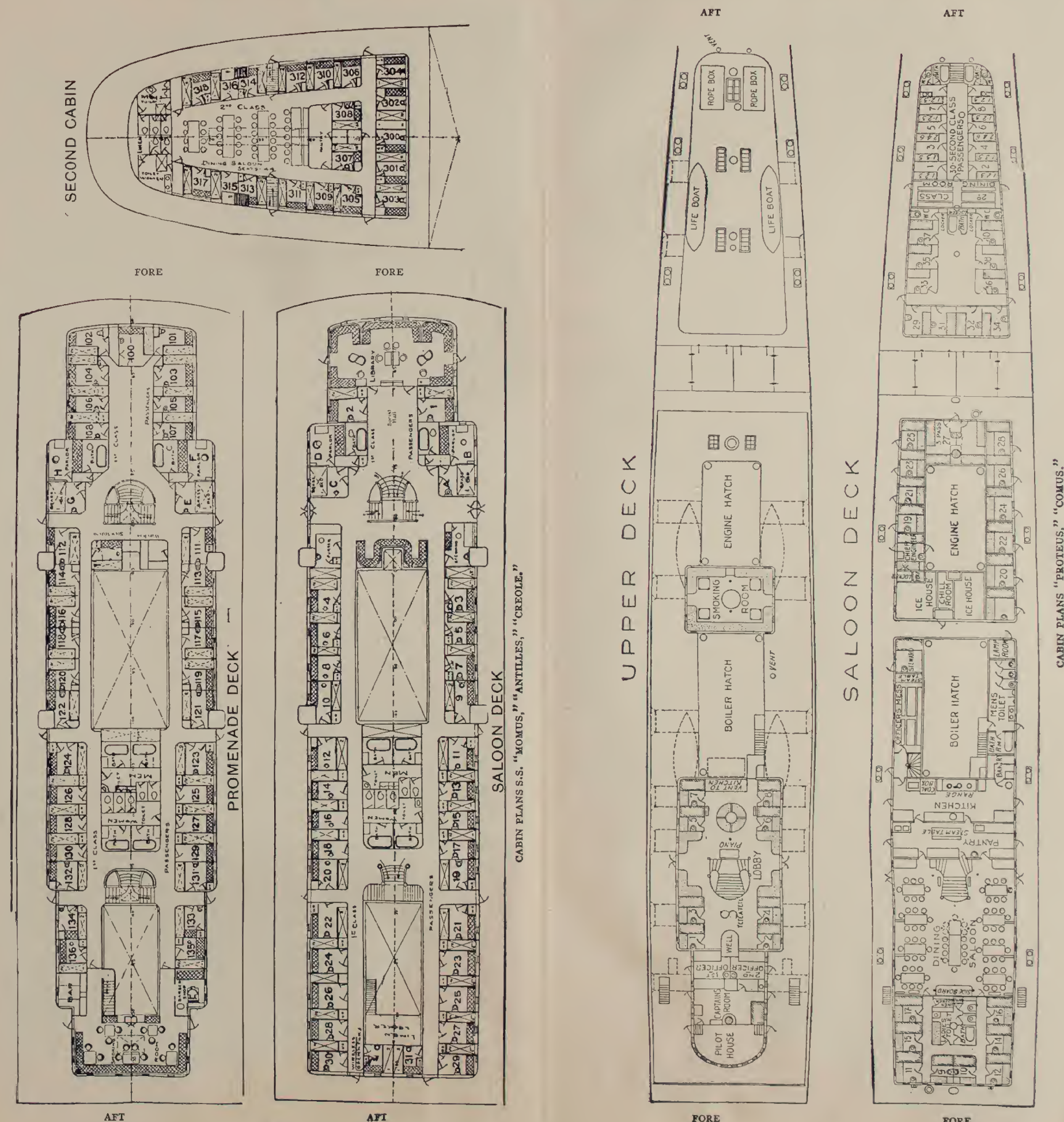
Arrival in New Orleans

Ships land in New Orleans at Company's Wharf, head of St. Louis Street, within easy reach by street cars of all parts of the city, making connection with Southern Pacific ship for Havana and with Southern Pacific Rail Lines for points in Louisiana, Texas, New and Old Mexico, Arizona and California (see Southern Pacific Rail folder), also with Illinois Central and Yazoo & Mississippi Valley Railroads, for Chicago and intermediate points; the Louisville & Nashville Railroad for points along the Gulf Coast; the New Orleans & Northeastern Railroad; the Texas & Pacific Railway; all Mississippi River packet steamers; steamers for Bluefields, Nicaragua, British and Spanish Honduras, and Porto Rico.

Railway Depots in New Orleans

SOUTHERN PACIFIC.....	Union Station, Howard Avenue and South Rampart Street.
ILLINOIS CENTRAL.....	
YAZOO & MISSISSIPPI VALLEY.....	TERMINAL STATION, Canal Street.
TEXAS & PACIFIC.....	
LOUISVILLE & NASHVILLE—Head of Canal Street and River Front.	
LOUISIANA RAILWAY & NAVIGATION CO.	
NEW ORLEANS GREAT NORTHERN.....	
QUEEN & CRESCENT N. O. & N. E.	
FRISCO LINES.....	

Southern Pacific—The Exposition Line, 1915



Railway Depots in New York City

BALTIMORE & OHIO—Foot Liberty Street, and also West Twenty-third Street.

CENTRAL RAILROAD OF NEW JERSEY—Foot Liberty Street, and also West Twenty-third Street.

READING—Foot Liberty Street, also foot West Twenty-third Street.

LEHIGH VALLEY—Foot of Liberty Street, also West Twenty-third Street.

DELAWARE, LACKAWANNA & WESTERN—Foot Barclay Street, Christopher Street, and West Twenty-third Street, also Hudson Tunnel.

ERIE—Foot Chambers Street, West Twenty-third Street, also Hudson Tunnel.

LONG ISLAND—Foot East Thirty-fourth Street, and Seventh Avenue and Thirty-second Street.

NEW YORK CENTRAL—Grand Central Terminal.

NEW YORK, NEW HAVEN & HARTFORD—Grand Central Terminal.

PENNSYLVANIA—Desbrosses Street, Seventh Avenue and Thirty-second Street, also Hudson Tunnel.

WEST SHORE—Foot Cortlandt Street and also foot West Forty-second Street.

NEW YORK, ONTARIO & WESTERN R.R.—(Same as WEST SHORE).

How to Reach the Company's Wharf in New Orleans

Steamers leave New Orleans from wharf, head of St. Ann Street, at 10.00 o'clock, A.M., and can be reached from any part of the city by street cars within thirty minutes.

Passengers arriving in New Orleans at Union Station over Southern Pacific, Illinois Central Railroad, Yazoo & Mississippi Valley Routes and Texas & Pacific Railway can take Clio, Peters Avenue, St. Charles or Jackson Avenue cars, transfer on Canal Street to Levee and Barracks or French Market cars to St. Ann Street, one square from wharf.

Passengers arriving at Terminal Station, over the New Orleans & Northeastern, Louisiana Railroad and Navigation, and New Orleans Great Northern can take Canal Street car and transfer to Levee and Barracks or French Market cars.

Passengers arriving at Louisville & Nashville and Southern Railway depot, head of Canal Street, are in view of ship and in walking distance of Company's wharf.

Arrival in New York City

Steamers land at Pier 49, North River, foot of West 11th Street, within easy reach of all elevated and surface cars, making connection with all railroads, ferries and steamships for all parts of the world. Passengers can obtain coaches or cabs on the Pier at moderate rates.

Nautical Information

Knots and Miles

The Statute Mile is 5,280 feet.

The British Admiralty Knot or Nautical Mile is 6,080 feet.

The Statute Knot is 6,082.66 feet, and is generally considered the standard. The number of feet in a statute knot is arrived at thus: the circumference of the earth is divided into 360 degrees, each degree containing 60 knots or (360x60) 21,600 knots to the circumference. 21,600 divided into 131,385,456—the number of feet in the earth's circumference—gives 6,082.66 feet, the length of a statute knot.

1 knot equals 1.151 miles. 4 knots equal 4.606 miles. 10 knots equal 11.515 miles. 2 knots equal 2.303 miles. 5 knots equal 5.757 miles. 20 knots equal 23.030 miles. 3 knots equal 3.454 miles. 25 knots equal 28.787 miles.

Scope of Vision at Sea

The distance at which objects are visible at sea on clear days varies, and is, in miles, about as stated below, at the elevations mentioned:

ELEVATION FEET	MILES	ELEVATION FEET	MILES	ELEVATION FEET	MILES
5.....	2.96	50.....	9.35	500.....	29.58
10.....	4.18	100.....	13.23	1,000.....	33.40
20.....	5.92	200.....	18.72	5,280.....	96.18
		300.....	22.91		

Location Aboard Ship

Looking toward the bow or head of a vessel the Left-hand side is Port. Right-hand side is Starboard.

To "Port the helm" carries the vessel's head to Starboard; to "Starboard the helm" carries the vessel's head to Port.

Bell Time On Board Ship

The nautical day begins at noon and is divided into "watches" of four hours each, time being indicated by bells striking every half hour.

A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
12.30	4.30	8.30	12.30	4.30	8.30
1.00	5.00	9.00	1.00	5.00	9.00
1.30	5.30	9.30	1.30	5.30	9.30
2.00	6.00	10.00	2.00	6.00	10.00
2.30	6.30	10.30	2.30	6.30	10.30
3.00	7.00	11.00	3.00	7.00	11.00
3.30	7.30	11.30	3.30	7.30	11.30
4.00	8.00	NOON	4.00	8.00	MIDNIGHT



INTERIOR OF SOUTHERN PACIFIC TICKET OFFICE
1158 Broadway, corner 27th Street, New York City

Ship's Itinerary

Passengers will please understand that this itinerary is simply for general information as to points opposite which the ship should be under ordinary circumstances, the ships, of course, being dependent on the elements, and cannot be expected to adhere to this schedule under all conditions.

New York to New Orleans	DAY	DAY	TIME	Dist. from New York		Miles off Shore
				Knots	Miles	
Leave New York, Pier No. 48, North River.	Sat.	Wed.	12 noon			
Off Scotland Lightship.....	"	"	1 40PM	20	23	3
" Barnegat Light.....	"	"	4 25PM	61	70	8
" Absecon Light.....	"	"	6 17PM	89	102	15
" Cape May, N. J.....	"	"	8 10PM	116	133	30
" Five Fathom Bank Lightship.....	"	"	8 45PM	126	145	30
" Norfolk, Va.....	Sun.	Thur.	4 37AM	244	281	56
" Diamond Shoal Lightship (off Hatteras)	"	"	11 37AM	350	403	14
" Charleston, S. C.....	"	"	10 20PM	491	565	175
" Savannah, Ga.....	Mon.	Fri.	1 50AM	537	618	195
" Brunswick, Ga.....	"	"	6 00AM	599	690	192
" Jacksonville, Fla.....	"	"	9 30AM	653	752	170
" St. Augustine, Fla.....	"	"	11 50AM	688	792	152
" Jupiter Light, Fla.....	Tues.	Sat.	2 20AM	902	1038	4
" Palm Beach, Fla.....	"	"	3 20AM	916	1054	1
" Hillsboro Light, Fla.....	"	"	5 20AM	944	1087	1
" Miami, Fla.....	"	"	7 24AM	973	1120	3
" Fowey Rocks Light, Fla.....	"	"	8 15AM	984	1133	1
" Carysfort Reef Light, Fla.....	"	"	9 55AM	1008	1160	1
" Alligator Reef Light, Fla.....	"	"	12 15PM	1041	1198	1
" Sombbrero Reef Light, Fla.....	"	"	2 20PM	1072	1234	1
" American Shoal Light, Fla.....	"	"	3 56PM	1096	1261	1
" Sand Key Light, Fla.....	"	"	5 16PM	1116	1285	1
" Tortugas Light, Fla.....	"	"	9 36PM	1181	1359	10
On the Gulf of Mexico.....	Wed	Sun.				
Pass Southwest Pass, La., mouth of Miss..	1 Thur	Mon.	2 00AM	1605	1847	..
Arrive New Orleans, head of St. Ann Street.	"	"	10 30AM	1701	1958	..

New Orleans to New York	DAY	DAY	TIME	Dist. from New Orleans		Miles off Shore
				Knots	Miles	
Leave New Orleans, head of St. Ann Street.	Wed.	Sat.	10 00AM			
Pass Southwest Pass, La., m'th of Miss. R.	"	"	5 00PM	96	110	
" Tortugas Light, Fla.....	Thur.	Sun.	11 00PM	519	597	10
" Sand Key Light, Fla.....	Fri	Mon.	3 36AM	585	673	6
" American Shoal Light, Fla.....	"	"	5 06AM	606	698	6
" Sombbrero Reef Light, Fla.....	"	"	6 53AM	631	726	6
" Alligator Reef Light, Fla.....	"	"	9 00AM	663	763	7
" Carysfort Reef Light, Fla.....	"	"	11 18AM	698	803	7
" Fowey Rocks Light, Fla.....	"	"	12 40PM	723	832	7
" Miami, Fla.....	"	"	1 22PM	735	846	8
" Hillsboro Light, Fla.....	"	"	3 01PM	765	881	8
" Palm Beach, Fla.....	"	"	4 40PM	793	913	9
" Jupiter Light, Fla.....	"	"	5 30PM	807	929	12
" St. Augustine, Fla.....	Sat.	Tues.	4 18AM	985	1134	90
" Jacksonville, Fla.....	"	"	5 50AM	1011	1164	96
" Brunswick, Ga.....	"	"	8 36AM	1055	1214	105
" Savannah, Ga.....	"	"	9 58AM	1077	1240	110
" Charleston, S. C.....	"	"	12 36PM	1114	1282	95
" Diamond Shoal Lightship (off Hatteras)	Sun.	Wed.	5 30AM	1368	1575	14
" Norfolk, Va.....	"	"	1 30PM	1478	1701	65
" Five Fathom Bank Lightship.....	"	"	9 30PM	1592	1832	30
" Cape May, N. J.....	"	"	10 05PM	1600	1842	32
" Absecon Light.....	Mon.	Thur.	12 07AM	1629	1875	11
" Barnegat Light.....	"	"	2 05AM	1657	1907	8
" Scotland Lightship.....	"	"	5 05AM	1698	1954	3
Arrive New York, Pier No. 49, North River	"	"	7 00AM	1718	1977	..

There is one hour difference in time between New York and New Orleans, it being one hour earlier in New Orleans. Passengers can adjust their watches by changing time 15 minutes each day at noon.

CLOCK IN DINING ROOM HAS CORRECT TIME

Interesting Ocean Sights

Porpoise, a genus of Cetacea, of the family Delphinidae, having a form similar to the dolphins, but the muzzle short, uniformly convex, and without a beak; a dorsal fin; the teeth very numerous, simple and equal. The common porpoise is the most plentiful of the cetacea on the British coasts, abounding particularly on the west coasts of Ireland and Scotland, is found also on all coasts of Europe from the Mediterranean north, on the coast of the United States, and in the Arctic regions. It is one of the smallest of the cetacea; its length sometimes not exceeding four feet, although individuals occur of six or even eight feet. It is gregarious and large numbers are often seen together, sometimes swimming in file, when their backs, appearing above the surface of the water, are apt to suggest the idea of a great sea serpent; sometimes gamboling, either in fine weather, or when a storm is approaching, or even in the midst of a storm. It feeds on fish which its teeth are admirably adapted to catch, and herds of porpoises pursue the vast shoals of herring, mackerel, etc., into bays and estuaries.

Gulf Stream—This, from its climatic influence, the most important and best-known of the great ocean currents, derives its name from the Gulf of Mexico, out of which it flows, between the Coast of Florida on the one side and Cuba and the Bahama Islands and shoals on the other. With a breadth of about fifty miles in its narrowest portion, it has a velocity at times of five miles an hour, pouring along like an immense torrent. This stream flows in a northeasterly direction along the American coast, gradually widening its current and diminishing in velocity, until it reaches the Island and banks of Newfoundland, when it sweeps across the Atlantic, and divides in two portions, one of which turns east toward the Azores and coast of Morocco, while the other leaves the shores of the British Islands and Norway, and can be perceived on the south borders of Iceland and Spitzbergen. The waters of the Gulf Stream are of a deep indigo blue with boundaries sharply defined against the light green of the seas through which it passes in its early course. It abounds with masses of seaweed, torn from the coral rocks of the strait through which it passes when it has its power and velocity, while in its warm current may be seen myriads of fish and animalculæ. As this great stream pours out of the Gulf of Mexico it has a warmth of 84 degrees in summer, being four degrees higher than that of the ocean at the equator. In mid-Atlantic, opposite Nova Scotia, it has fallen at all seasons only about 14 degrees; while the British Islands and northwest coast of Europe, at a distance of 4,000 miles from the Gulf, are bathed with waters heated under a tropical sun, and have their temperatures raised in winter about 30 degrees above the normal temperature of those latitudes. In midwinter, off the coast between Cape Hatteras and Newfoundland, ships beaten back from their harbors by fierce northwesters, until loaded down with ice and in danger of foundering, turn their bows to the east and seek relief and comfort in the Gulf Stream. A bank of fog, rising like a wall, caused by the condensation of warm vapors meeting a colder atmosphere, often marks the edge of the stream. The water suddenly changes from green to blue, the climate from winter to summer, and this change is so sudden that when a ship is crossing the line a difference of 30 degrees of temperature has been marked between the bow and the stern.

Gull, a genus of web-footed birds, inhabitants of the seacoasts of all parts of the world. The feet have three toes in front completely united by a web, and a small hind toe, not included in the web, and sometimes altogether wanting. The wings are long and pointed. Gulls have a great power of wing, and fly apparently with ease against a storm, during the continuance of which they generally fly low, whether over sea or land, but in fine weather soar higher in the air, in which they seem to delight in performing the most varied and beautiful evolutions. They descend with great rapidity to seize prey from the surface of the water or at a small depth; but they are not good divers, and the fishes which they catch are chiefly those which, like the herring and others of the same family, swim near the surface. They are very voracious. Their food consists of almost anything animal. Many of them are wholly or partially migratory, breeding in colder regions than those which they inhabit in winter.

Points of Interest and Theatres in New York City

Greater New York, with its teeming population of over four million and its thousands of daily transient visitors, is the mighty commercial, financial and sight-seeing metropolis of the Western Hemisphere. It is composed of the Borough of Manhattan, occupying Manhattan Island (which is New York City proper), the Borough of The Bronx, lying above the Harlem River, the Borough of Brooklyn, covering the City of Brooklyn, the Borough of Queens, covering Long Island City, and Richmond Borough, covering Staten Island.

To the tourist from any part of the world New York holds many and peculiar interests, and the stranger needs but little guidance to cover the points for sightseers.

The transportation facilities offered are surpassed by no city in the world. With its surface, subway and elevated lines, running north and south, east and west, and with the perfect system of exchanges and transfers, it is an easy matter for the sightseer to visit any part of the city. A few points of interest, a list of the hotels and theatres are given for ready reference.

Nearby Seashore Resorts.

Coney Island, Brighton, Rockaway, Midland and Manhattan Beaches are nearby and popular seaside resorts for many visitors who enjoy variety of amusement and surf bathing in the Atlantic Ocean, and may be reached by numerous steamers from the Battery or South Ferry, the East Thirty-fourth Street Ferry, crossing to the Long Island Railroad, and by elevated and trolley-car lines over Brooklyn Bridge and through Brooklyn.

ACADEMY OF MUSIC—14th Street and Irving Place.

ASTOR—45th Street and Broadway.

BELASCO—115 West 44th Street.

BERKELEY—19 West 44th Street.

BROADWAY—1445 Broadway.

BRONX—149th Street and Third Avenue.

CASINO—39th Street and Broadway.

CENTURY—62d Street and Central Park West.

COLUMBIA—47th Street and Seventh Avenue.

COMEDY—41st Street, East of Broadway.

CRITERION—44th Street and Broadway.

DALY'S—1221 Broadway.

EDEN MUSEE—53 West 23d Street.

EMPIRE—40th Street and Broadway.

FULTON—46th Street, West of Broadway.

GAITY—46th Street and Broadway.

GARRICK—65 West 35th Street.

LOEW'S GREELEY SQUARE—39th Street and Sixth Avenue.

LOEW'S HERALD SQUARE—35th Street and Broadway.

LOEW'S LINCOLN SQUARE—66th Street and Broadway.

LOEW'S PLAZA—59th Street and Madison Avenue.

LOEW'S SEVENTH AVENUE—124th Street and Seventh Avenue.

LYCEUM—45th Street, West of Broadway.

LYRIC—213 West 42d Street.

MANHATTAN OPERA HOUSE—34th Street and Eighth Avenue.

MAXINE ELLIOTT'S—39th Street, West of Broadway.

METROPOLITAN OPERA—39th Street and Broadway.

NEW AMSTERDAM—42d Street, West of Broadway.



SOME OF NEW YORK'S OFFICE BUILDINGS (THE MODERN SKYSCRAPER) AS SEEN FROM DECK OF SOUTHERN PACIFIC STEAMER COMING UP NORTH RIVER.

AMERICAN ART GALLERIES—6 East Twenty-third Street.

AQUARIUM—Battery Park, South Ferry.

BARTHOLDI STATUE (Statue of Liberty)—New York Bay.

BRONX PARK—Bronx Borough.

BROOKLYN BRIDGE—Opposite City Hall.

CATHEDRAL OF ST. JOHN THE DIVINE—Morningside Heights.

CENTRAL PARK—Fifty-ninth to 110th Streets, Fifth to Eighth Avenues.

COOPER UNION INSTITUTE—Third Avenue and Eighth Street.

CUSTOM HOUSE—Bowling Green, Battery Place.

CHINATOWN—Mott, Pell, Doyers Streets and Bowery.

CITY HALL—Mail, Chambers and Centre Streets and Broadway.

EDEN MUSEE—Twenty-third Street, between Fifth and Sixth Avenues.

GRACE CHURCH—Broadway and Eleventh Street.

GRANT'S TOMB—Riverside Drive and 125th Street.

GRAND CENTRAL STATION—Fourth Avenue and Forty-second Street.

GREENWOOD CEMETERY—Brooklyn.

MANHATTAN BRIDGE—Peck Slip.

METROPOLITAN MUSEUM OF ART—Eighty-third Street, Central Park.

MUSEUM OF NATURAL HISTORY—Seventy-seventh Street and Eighth Avenue.

NAVY YARD—Brooklyn.

PENNSYLVANIA TERMINAL—Seventh Avenue and Thirty-second Street.

POST OFFICE—City Hall Square, South Prospect Park—Brooklyn.

QUEENSBORO BRIDGE—Fifty-seventh Street, East River.

SUB-TREASURY—Wall and Nassau Streets.

ST. PATRICK'S CATHEDRAL—Fifth Avenue and Fiftieth Street.

TAMMANY HALL—145 East Fourteenth St.

TRINITY CHURCH—Wall Street and Broadway.

WILLIAMSBURG BRIDGE—Delancey St. and East River.

GEORGE M. COHAN'S—43d Street and Broadway.

GLOBE—46th Street and Broadway.

GRAND OPERA HOUSE—23d Street and Eighth Avenue.

HAMMERSTEIN'S VICTORIA—42d Street and Seventh Avenue.

HARRIS—42d Street, West of Broadway.

HUDSON—139 West 44th Street.

IRVING PLACE—15th Street and Irving Place.

JOE WEBER'S—29th Street and Broadway.

KEITH'S COLONIAL—62d Street and Broadway.

KEITH'S HARLEM OPERA HOUSE—211 West 125th Street.

KEITH'S UNION SQUARE—14th Street and Broadway.

KNICKERBOCKER—38th Street and Broadway.

LIBERTY—234 West 42d Street.

LOEW'S AMERICAN ROOF—42d Street and Eighth Avenue.

LOEW'S CIRCLE—60th Street and Broadway.

NEW YORK HIPPODROME—43d Street and Sixth Avenue.

PARK—59th Street and Broadway.

PLAYHOUSE—137 West 48th Street.

PROCTOR'S 23D STREET—23d Street and Sixth Avenue.

PROCTOR'S 58TH STREET—58th Street and Third Avenue.

PROCTOR'S 5TH AVENUE—Broadway and 28th Street.

PROCTOR'S 125TH STREET—125th Street and Lexington Avenue.

REPUBLIC—42d Street, West of Broadway.

THE LITTLE THEATRE—238 West 44th Street.

THIRTY-NINTH STREET—119 West 39th Street.

WALLACK'S—30th Street and Broadway.

WEST END—368 West 125th Street.

WILLIAM A. BRADY'S—48th Street, East of Broadway.

WINTER GARDEN—50th Street and Broadway.

ALGONQUIN—59 West 44th Street.

ANSONIA—Broadway and 73d Street.

ARLINGTON—18 West 25th Street.

ATHENS—30 East 42d Street.

BELMONT—Park Avenue and 42d Street.

BILTMORE—43d Street and Madison Ave.

BRESLIN—Broadway and 29th Street.

BREVOORT—Fifth Avenue and 8th Street.

BROADWAY CENTRAL—Broadway and 3d Street.

BUCKINGHAM—Fifth Avenue and 50th Street.

CLARIDGE—Broadway and 44th Street.

CONTINENTAL—Broadway and 41st Street.

CUMBERLAND—Broadway and 54th Street.

EMPIRE—Broadway and 63d Street.

ENDICOTT—Columbus Avenue and 81st Street.

FLANDERS—135 West 47th Street.

GERARD—123 West 44th Street.

Hotels in New York City

LE MARQUIS—12 East 31st Street.

LONGACRE—47th Street and Broadway.

LORRAINE—Fifth Avenue and 45th Street.

LUCERNE—Amsterdam Ave. and 79th St.

MCALPIN—B'way and 34th St.

MADISON SQUARE—37 Madison Avenue.

MAJESTIC—72d Street and Central Park West.

MANHATTAN—Madison Avenue and 42d Street.

MARIE ANTOINETTE—Broadway and 67th Street.

MARLBOROUGH—Broadway and 36th St.

MARTHA WASHINGTON—29 East 29th St.

MARTINIQUE—Broadway and 33d Street.

MURRAY HILL—Park Avenue and 41st Street.

NAVARRE—Seventh Avenue and 38th St.

NEW NETHERLAND—Fifth Avenue and 59th Street.



GRANT'S TOMB.

GOTHAM—Fifth Avenue and 55th Street.

GRAND—Broadway and 81st Street.

GREAT NORTHERN—118 West 57th Street and 109 West 56th Street.

GREGORIAN—42 West 35th Street.

HARGRAVE—112 West 72d Street.

HERALD SQUARE—34th Street and Broadway.

HERMITAGE—Seventh Avenue and 42d Street.

HOLLAND HOUSE—Fifth Ave. and 30th St.

HOTEL ASTOR—Broadway and 44th Street.

IMPERIAL—Broadway and 32d Street.

IROQUOIS—49 West 44th Street.

KING EDWARD—145 West 47th Street.

KNICKERBOCKER—B'way and 42nd St.

LATHAM—4 East 28th Street.

PARK AVENUE—Park Avenue and 33d Street.

PLAZA—Fifth Avenue and 59th Street.

PRINCE GEORGE—14 East 28th Street.

RITZ-CARLTON—Madison Avenue and 46th Street.

SAN REMO—Central Park West and 74th Street.

SAVOY—Fifth Avenue and 59th Street.

SEVILLE—Madison Avenue and 29th St.

SEYMOUR—44 West 45th Street.

SHERMAN SQUARE—Broadway and 71st Street.

ST. ANDREWS—Broadway and 72d Street.

ST. DENIS—Broadway and 11th Street.

ST. REGIS—Fifth Avenue and 55th Street.

STRATFORD HOUSE—11 East 32d Street.



STATUE OF LIBERTY, NEW YORK BAY.

TIMES SQUARE—206 West 43d Street.

UNION SQUARE—15th Street and Union Square.

VANDERBILT—Madison Avenue and 34th Street.

WALDORF-ASTORIA—Fifth Avenue, 33d and 34th Streets.

WALLICK—Broadway and 41st Street.

WALTON—Columbus Avenue and 70th Street.

WESTON—Madison Avenue and 49th St.

WOLCOTT—Fifth Avenue and 31st Street.

WOODSTOCK—127 West 43d Street.

WOODWARD—Broadway and 55th Street.

YORK—Seventh Avenue and 36th Street.

Sunset Limited—Solid Pullman Train—Every Day—No Extra Fare

New Orleans

New Orleans, the pushing and thriving metropolis of the South, is distinctly one of the quaintest, most picturesque and cosmopolitan cities of America, and embraces strong attributes both of the Old and the New World. It is situated on the broad and winding Mississippi River, 110 miles from the Gulf of Mexico. To the rear are Lake Maurepas, Lake Borgne and Lake Pontchartrain, and on these lakes, within the very city limits, is the finest hunting and fishing in the world.

The incorporated limits of the City of New Orleans embrace the entire Parish of Orleans, making its area the largest of any city in the world, except London, New York and Paris.

The population of New Orleans is about four hundred thousand. Canal Street, 182 feet wide, separates the American from the old French Quarter, both sections being interesting to the tourist. The South, or upper side (because the river runs north in front of the city), is the American portion, and here are situated the big jobbing and business houses, hotels and many restaurants and boarding-houses of American type. Farther up the prettier aspect of the city becomes, and along Prytania Street and St. Charles Avenue, above Jackson Avenue, begins the beautiful "Garden District," with palatial and stately homes, ante-bellum and modern, in exquisitely kept lawns and great groves of magnolia and oak.

Below Canal Street is the French or Latin Quarter, where Creole business houses and homes hold almost undisputed sway.

The restaurants of the French Quarter are famed for their delicious dishes and unexcelled cuisine the world over. At the corner of Bourbon and Toulouse Streets stands the noted French Opera House.

There are many points of interest in New Orleans; it abounds in attractions for the tourist, and its ancient and modern buildings are famous the world over. A few places of interest are given for ready reference.



HOMES ON AUDUBON PLACE, NEW ORLEANS

Notable Buildings and Places of Interest in New Orleans

THE CATHEDRAL—Chartres Street, opposite Jackson Square.
THE JESUITS' CHURCH—Baronne, near Common.
ST. PATRICK'S CHURCH—Camp Street.
COLISEUM PLACE BAPTIST—Camp Street, corner Terpsichore.

ST. JOSEPH'S CHURCH—Tulane Avenue, near the Charity Hospital.
CHRIST CHURCH, EPISCOPAL—St. Charles Avenue and Sixth Street.
TRINITY CHURCH—Jackson Avenue and Coliseum.



JACKSON SQUARE, NEW ORLEANS



CITY TICKET OFFICE, 227 ST. CHARLES STREET, NEW ORLEANS

New Orleans The Southern Metropolis

ST. PAUL'S—Camp St., opp. Margaret Pl.
ST. GEORGE'S—St. Charles and Cadiz.
FIRST PRESBYTERIAN CHURCH—South Side of Lafayette Square.
CARONDELET STREET METHODIST CHURCH—Carondelet, near Lafayette.
THE GREEK ORTHODOX CHURCH—Delhonde, near Esplanade Avenue.
CABILDO—Charles Street, opposite Jackson Square.
CITY HALL—West Side of Lafayette Square.
COURT HOUSE—Royal Street.
UNITED STATES CUSTOM HOUSE—Canal and Decatur.
HOWARD MEMORIAL LIBRARY—Corner of Camp Street and Howard Avenue.
CONFEDERATE MEMORIAL LIBRARY—Camp Street, near Howard.
UNITED STATES MARINE HOSPITAL—Tchoupitoulas, corner Henry Clay Avenue.
CHARITY HOSPITAL—Tulane Avenue, near Howard Street.
TOURO INFIRMARY—Prytania, between Aline and Foucher Streets.
SOLDIERS' HOME—Bayou St. John, near Esplanade Avenue.
TULANE UNIVERSITY—St. Charles Avenue, opposite Audubon Park.
SOPHIE NEWCOMB COLLEGE—Washington, corner Chestnut.
URSULINE CONVENT—North Peters, near Poland.

STRAIGHT UNIVERSITY—Canal and Conti.
LELAND UNIVERSITY—St. Charles Avenue, near Audubon Park.
SOUTHERN UNIVERSITY—Magazine, near Dufossat.
MASONIC TEMPLE—St. Charles Street, near Perdido.
WASHINGTON ARTILLERY ARMORY—St. Charles Street, above Girod.
UNITED STATES MINT—Esplanade and Levee.
U. S. JACKSON BARRACKS—North Peters, near city limits.
LAFAYETTE SQUARE—Above Canal Street, between Camp and St. Charles.
WEST END—On Lake Pontchartrain, at the mouth of the New Basin Canal.
MILNEBURG OR OLD LAKE—Reached by Pontchartrain Railroad.
THE FAIRGROUNDS—Near Esplanade Avenue and Bayou St. John.
AUDUBON PARK—Reached by Prytania, Magazine, Coliseum, St. Charles and other street car lines.
CITY PARK—On Metairie Road, near Canal.
CONGO SQUARE—North, Rampart and Claude, St. Peter and St. Ann Streets.
JACKSON SQUARE—On Chartres Street, opposite Cathedral.
POST OFFICE—East side Lafayette Square.

The cemeteries of the city are rich in artistic mortuary sculpture and should be visited by all means. The peculiar feature of New Orleans cemeteries is that all burials are in tombs and vaults above ground.

THE OLD ST. LOUIS CEMETERY—Basin, between St. Louis and Conti.
THE CAMPO SANTO OF ST. ROCH—Clairborne, four blocks below Elysian Fields.
METAIRE—At the head of Canal Street.
THE FRENCH MARKET—On the Levee, near Jackson Square.
THE ABSINTHE HOUSE—Corner Bourbon and Bienville Streets.
VENDETTA ALLEY—Decatur, between St. Philip and Dumaine Streets.

CONVENT OF THE SISTERS OF THE HOLY FAMILY—The only negro order of nuns in the United States—Orleans, between Royal and Bourbon.
NAPOLEON'S HOUSE—Chartres and St. Louis.
OLD ST. LOUIS HOTEL (now Hotel Royal)—Royal and St. Louis.
BEAUREGARD'S HOME—Chartres, between Ursuline and Barracks.
ARCHBISHOPRIC—Ursuline and Chartres.

New Orleans Theatres

CRESCENT—Baronne and Common. Road companies.
DAUPHINE—Bienville and Dauphine.
FRENCH OPERA HOUSE—Bourbon and Toulouse. Opera.
GREENWALL MUSIC HALL—Iberville and Dauphine

LYRIC—Iberville and Burgundy.
LAFAYETTE—Baronne, between Lafayette and Poydras.
ORPHEUM—432 St. Charles Street. Vaudeville.
TULANE—Baronne and Common. Road companies.

New Orleans Hotels

COMMERCIAL—Royal and Customhouse.
COSMOPOLITAN—Bourbon, near Canal.
DE SOTO—Baronne and Perdido.
MONTELEONE—Royal and Iberville.

GRUNEWALD—Baronne, near Canal.
ST. CHARLES—St. Charles Street, between Gravier and Common.

New Orleans Restaurants

ANTOINE—713 St. Louis Street.
BEGUE'S—Decatur and Madison, 11 o'clock breakfast only.
COMMERCIAL—Royal and Iberville.
COSMOPOLITAN—Bourbon, near Canal, for ladies: also Cafe on Royal, near Canal.
DE SOTO—Baronne and Perdido.
FABACHER'S—Royal, between Canal and Iberville.
GRUNEWALD'S—Baronne, between Canal and Common.

LA LOUISIANE—Iberville, between Royal and Bourbon.
LAMOTH'S—720 Gravier.
MAYLIE'S—Men only, 6 o'clock dinner, 1001 Poydras.
RATHSKELLER—414 St. Charles.
RENO'S—728 Gravier.
ST. CHARLES—715 Gravier.
TRANCHINAS—Spanish Fort, Lake Pontchartrain.
THE GEM—Royal, between Canal and Iberville.
THE OLD HICKORY—306 Carondelet.

Wayside Notes Westward from New Orleans

These are taken from publications issued by the several lines traversing the route. They are therefore much condensed.

It will interest you to know that you leave New Orleans from the Union Station, corner of Howard and Rampart Streets, in the very heart of the city, with Canal Street and the principal hotels only from six to ten blocks away. The entire train is taken aboard an immense ferryboat and across the Mississippi River to Avondale, where the actual trans-continental trip is begun.

MORGAN CITY—81 MILES FROM NEW ORLEANS

is an important seaport town, located on Berwick Bay, a widening of the Atchafalaya River, a navigable water-course with many affluents inland northerly, including that of Bayou Teche: it drains the country parallel with the Mississippi, extending almost to the banks of the Red River, and reaches the Gulf through Atchafalaya Bay. It is substantially bridged at Morgan City—with town of Berwick at the western end.

FRANKLIN—NEW ORLEANS, 101 MILES.

Franklin, with Patterson, and the entire country as far as Jeanerette, are in the Teche sugar district. Franklin enjoys an active life and has a branch railway nineteen miles in length to Cypremort, and covers Baldwin by it, four miles from Franklin.

NEW IBERIA—NEW ORLEANS, 126 MILES.

New Iberia is connected with Abbeville, twenty-two miles distant, by the New Iberia and Midland Branch; and by a four-mile branch of it at Junction, six miles from New Iberia, the celebrated Avery Island or Petit Anse salt mines are reached—ten miles from New Iberia. To visit this wonderful saline storehouse will give large reward. Avery Island, having the salt, determined to add pepper to it, with the result that epicures are now enabled to rejoice in Tabasco pepper for table use.

Time was when, outside of Tabasco in Old Mexico, this species of refined pepper was cultivated only on Avery Island, but it is produced elsewhere now.

LAFAYETTE—NEW ORLEANS, 145 MILES; ALTITUDE, 51 FEET.

Originally this city was called Vermilion, and is so named on some ancient maps. It is a place enjoying an active and prosperous business life; is southern terminus of Alexandria Branch, eighty-five miles in length to Alexandria on Red River; and by Vermilion River it has a waterway to the Gulf. The Southern Pacific is now building a line from Lafayette to Baton Rouge, capital of State.

CROWLEY—NEW ORLEANS, 167 MILES; ALTITUDE, 32 FEET.

Crowley is an active, growing city, the seat of government for tributary country, and important as the center of the rice industry of the United States. Sugar, rice and cotton are produced at Scott, Duson and Rayne: added to these, large interests are devoted to cattle raising and general farming. Estherwood is between Crowley and Midland, six miles from Crowley. From Midland, a branch forty-four miles in length reaches Abbeville, connecting with the main line at New Iberia, and another branch twenty-four miles in length to Eunice.

JENNINGS—NEW ORLEANS, 185 MILES.

Jennings draws heavy tribute from rice cultivation and is progressive and prosperous. It lies within the oil field and has a large oil refinery. For years there was maintained here an earthen tank which contained a million barrels of oil awaiting shipment. In the ever-growing importance of oil for fuel and lubricating purposes Louisiana plays a prominent and ever-increasing role. It is believed by experts that the main supply has been scarcely suspected, never tapped.

WELSH—NEW ORLEANS, 195 MILES; ALTITUDE, 32 FEET.

Welsh, in all respects, is in harmony with the new life that has been brought to redeem this region from waste. The beneficial work is being done with rice cultivation as the foundation of general prosperity. Its small stream is the eastern fork of Bayou Lacassine.

LAKE CHARLES—NEW ORLEANS, 219 MILES.

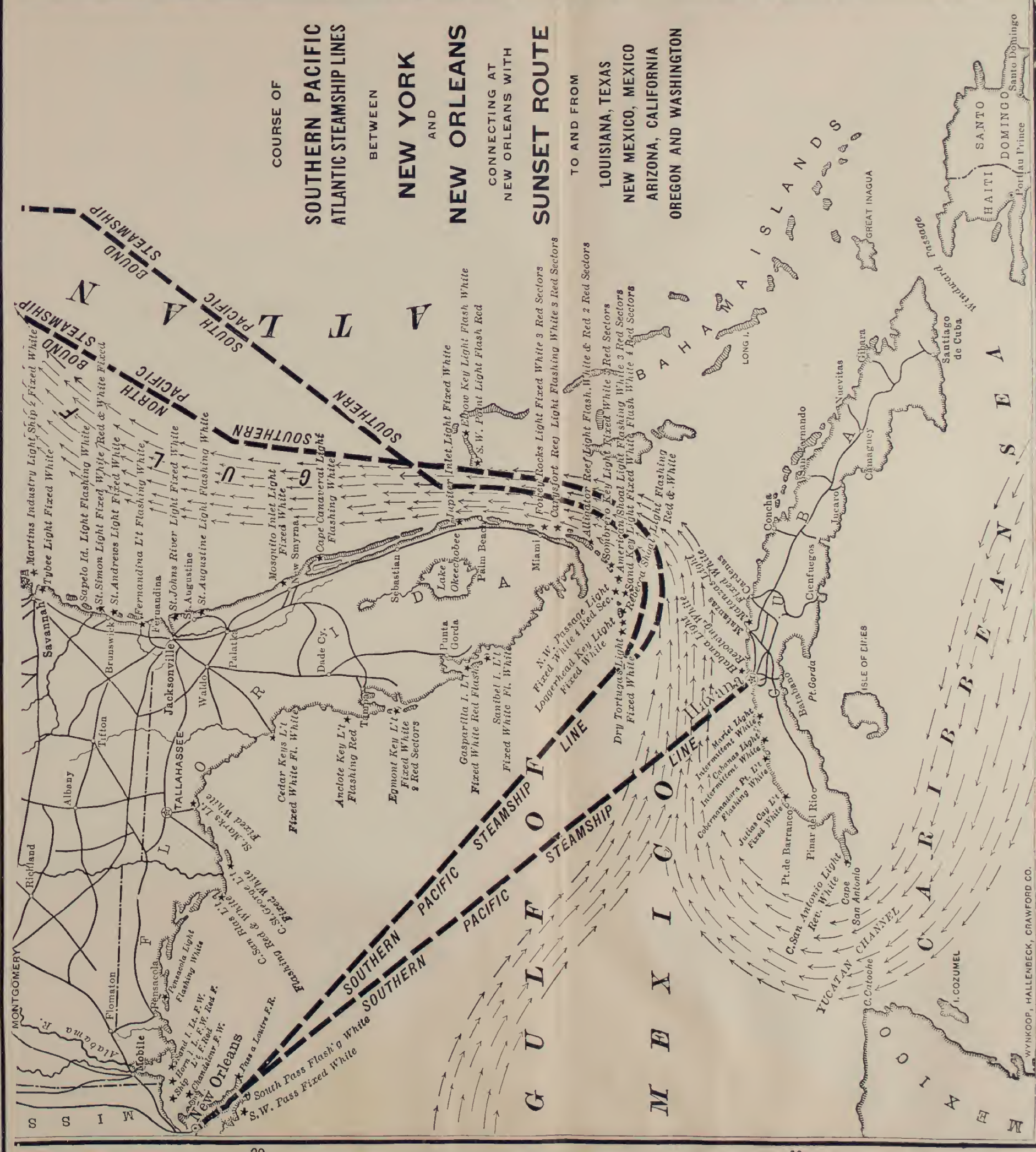
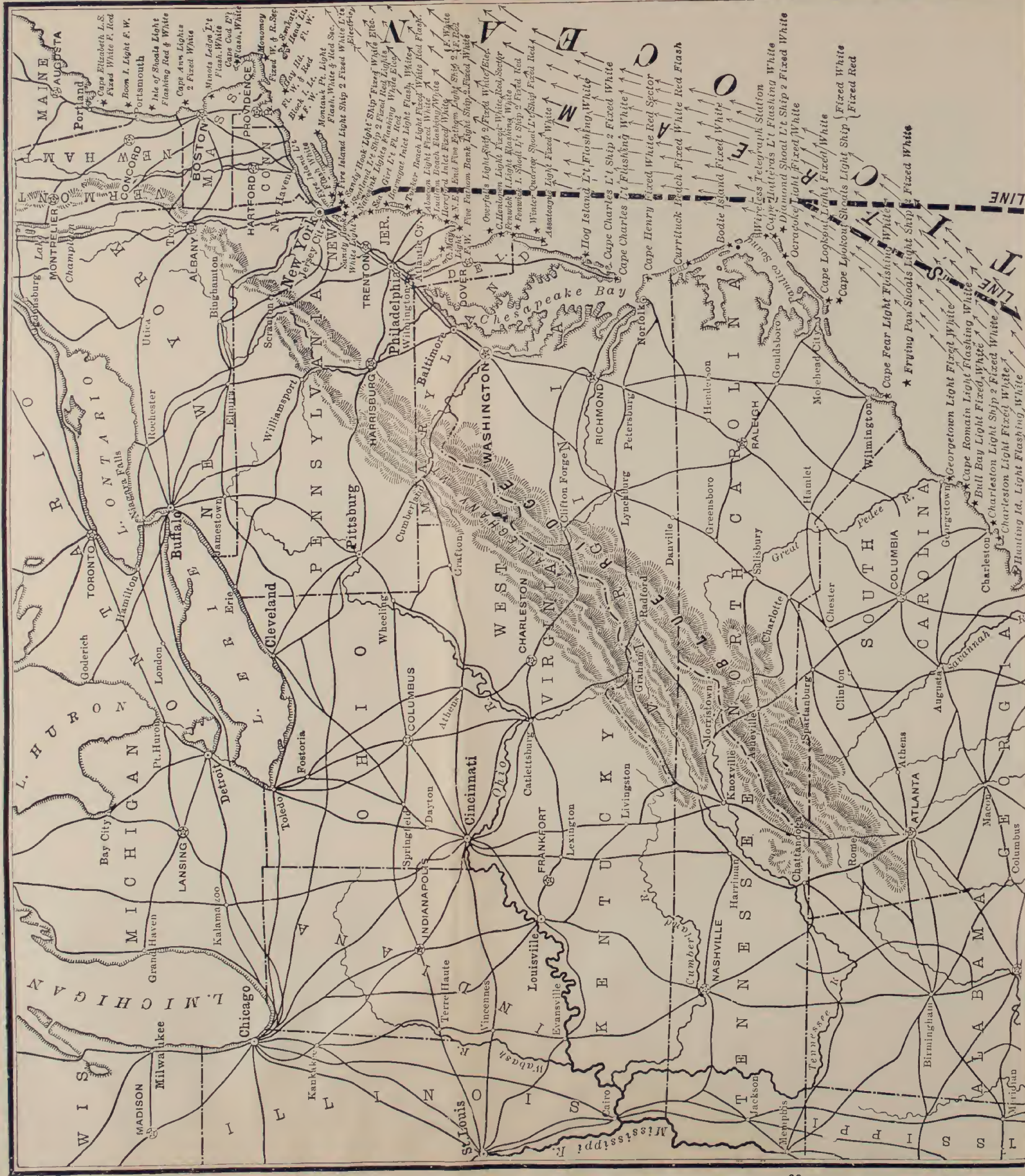
Here are large rice and saw mills. A branch of the Kansas City Southern Railway leads northerly from Lake Charles to De Quincey and Louisiana Western and St. Louis, Watkins and Gulf Railways.

SULPHUR—NEW ORLEANS, 229 MILES.

For years it was known a sulphur bed existed here, and many efforts were fruitlessly made to reach it—failing, all of them, because of superimposed quicksand. The mines remained idle for a number of years, and their development was finally undertaken successfully by means of forcing superheated steam into the solid sulphur deposit through iron pipes, and then withdrawing the fluid mineral into great wooden vats where it once more solidifies. The average daily shipment is fifteen cars.

SABINE RIVER—NEW ORLEANS, 250 MILES.

This historic river, from its mouth in Sabine Lake, at Gulf of Mexico, to a point contiguous to Logansport, a short distance southerly from Shreveport, is the boundary line between Louisiana and Texas.



COURSE OF
SOUTHERN PACIFIC
ATLANTIC STEAMSHIP LINES
BETWEEN
NEW YORK
AND
NEW ORLEANS
CONNECTING AT
NEW ORLEANS WITH
SUNSET ROUTE

TO AND FROM
LOUISIANA, TEXAS
NEW MEXICO, MEXICO
ARIZONA, CALIFORNIA
OREGON AND WASHINGTON

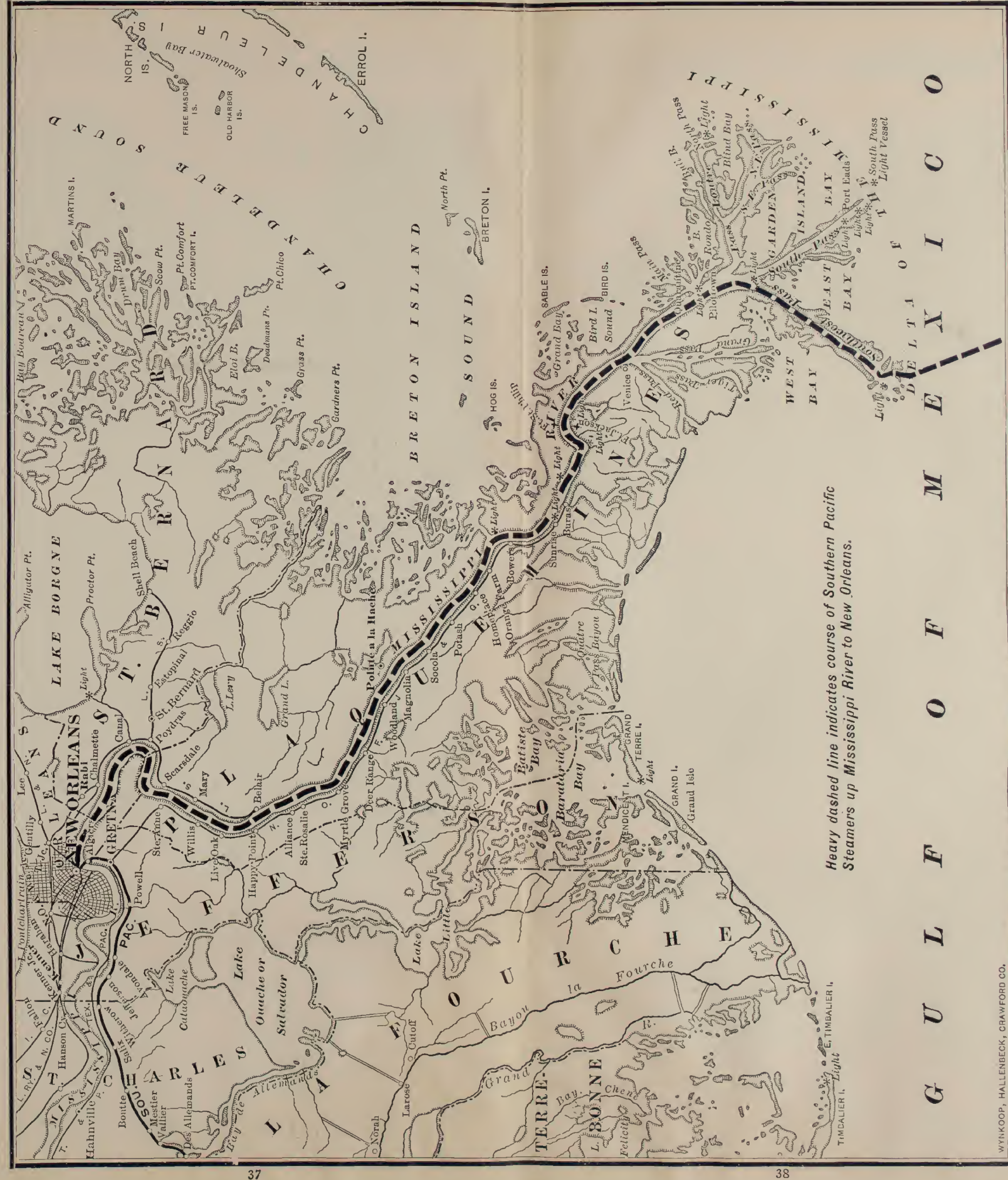
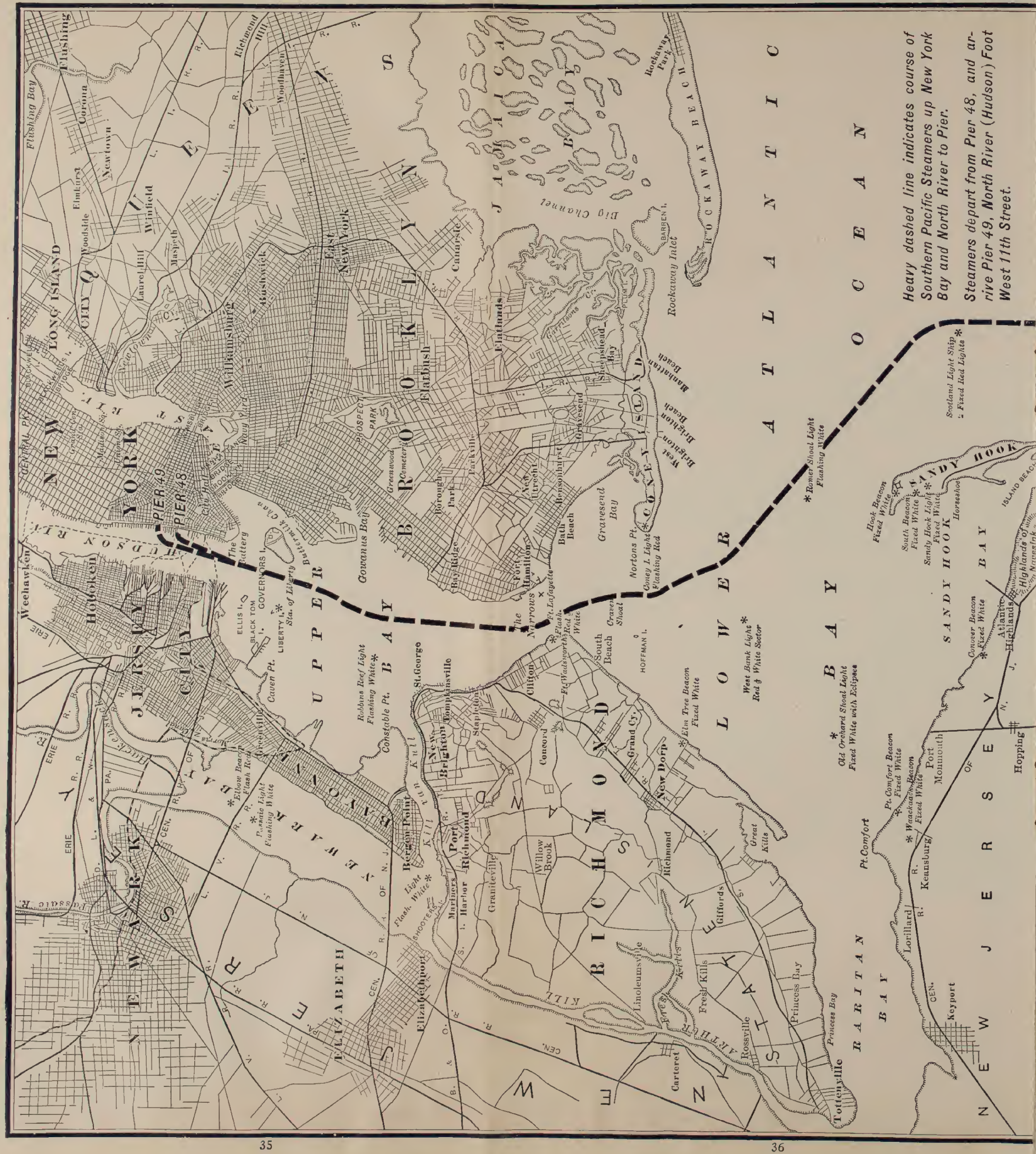


SOUTHERN PACIFIC

ATLANTIC STEAMSHIP LINES

"MORGAN LINE"

And Connections



Sunset Route—Oil Burning Locomotives; No Dust, No Dirt, No Cinders



CASTLE CANYON, TEXAS



STREET SCENE IN HOUSTON, TEXAS

ORANGE—NEW ORLEANS, 256 MILES; ALTITUDE, 21 FEET; POPULATION, 8,500.

At Echo the railway line makes a sharp turn northward, parallel with the Sabine, until Orange is reached, at a distance of about six miles.

Orange is well situated on this navigable river, and in close contact with an immense area of valuable timber. The lumber output is so large the figures seem misleading. This city is justly credited with public spirit, refinement and wealth, and has been a resort of some note for years.

BEAUMONT—NEW ORLEANS 278 MILES; ALTITUDE, 32 FEET; POPULATION, 32,000.

In transportation way, Beaumont relies upon the transcontinental line of the Sunset Route, but has navigable relations with the Gulf through Neches River, and has connections southward twenty miles to Port Arthur, also by Texas and New Orleans Railway, thirty miles to Sabine Pass, and by same line northerly 289 miles to Dallas.

The great lumber regions tributary to Beaumont lie at the foundation of its prosperity, and it hardly needed the discovery of a vast underlying reservoir of oil. Here are large rice mills.

PORT ARTHUR—POPULATION, 10,000.

is the second largest exporting point on the coast of Texas, where is located two of the largest oil refineries in the South, one operated by the Texas Company, the other by the Gulf Refining Company. Port Arthur is also noted for its hunting grounds during the winter, and has just opened an up-to-date, modern hotel, costing about \$200,000.

SOUR LAKE—

Nine miles from Nome, covered by branch railway, Sour Lake and the Thermal Springs tributary to it are reached. This resort for many generations has enjoyed a great popularity for curative properties. Its waters are distinctly sour, and their use as a beverage and for bathing usually gives speedy cure to cutaneous and many other diseases. The acid origin is no doubt sulphurous. Near at hand an oil field, similar to that at Beaumont has been revealed, and commercial importance is added to its hygienic and sanitary values.

LIBERTY—NEW ORLEANS, 321 MILES; ALTITUDE, 41 FEET; POPULATION, 2,000

At Liberty the historic Trinity is crossed. It rises in northern Texas and empties into an eastern arm of Galveston Bay called Trinity Bay. On its banks the chivalrous Sieur de la Salle was treacherously murdered by his companions in 1687. He was leader of a movement by France to wrest this Texas region from Spain. The party came in several vessels, direct from France, but, by navigating mischance or treachery, failed to find the mouth of the Mississippi and was wrecked on the coast of Texas.

HOUSTON—NEW ORLEANS, 362 MILES; ALTITUDE, 64 FEET; POPULATION, 120,000, is the commercial and railway metropolis of Texas made so by the energy of its merchants and manufacturers and the enterprise of railway construction, relying upon the future for reward. The most ambitious wishes of its business men have been met by railway lines extending to every possible mart of value.

It is at the head of tide-water navigation, and is connected with the seaport of Galveston by a ship canal built by the United States Government. Houston, has a deep-water harbor of its own. The center of the railway system of Texas, it controls the trade of the rich surrounding agricultural and grazing country. It is the tide-water point for 5,000 miles of railroad, exclusive of Mexican lines. Seventeen railroads meet the sea here.

The city is opulent, well built, progressive, and has an assured future, the reward of industry and enterprise. From Houston runs a branch line to Galveston, fifty miles away.

GALVESTON—NEW ORLEANS, 420 MILES; POPULATION, 43,000.

Galveston is an island at the mouth of Galveston Bay, once the headquarters of Lafitte, the patriotic pirate. Here the General Government has appropriated \$3,000,000 for a deep-water harbor that will fill the dreams of the Middle West for a deep-sea harbor on the Gulf. The largest ocean-going vessels can easily enter the thirty-one foot channel. Extensive docks have been constructed, those maintained by the Southern Pacific being as finely equipped as any in the world. Galveston is an important seaport terminus of lines to New York, New Orleans, Havana, Vera Cruz and European cities, besides being the terminus of six railroads. These facilities have given Galveston a wonderful position, fully taken advantage of by her business men. The Southern Pacific freight ships, commonly known as the Morgan Line, operate between here and New York. Large quantities of freight are handled between the East and the Pacific Coast through this port in solid freight trains between Galveston and California and Oregon. The principal industry is the manufacture and shipping of cotton and cotton by-products, hides, horns and lumber. The city is beautifully laid out and has a unique and practical form of government by a board of business men.

BRAZOS RIVER—NEW ORLEANS, 393 MILES.

This famous river is crossed between Sartartia and Richmond. It bears drainage from points in close contact with Red River in northern Texas, and ends its beneficent life in Gulf of Mexico.

ROSENBERG—NEW ORLEANS, 398 MILES; ALTITUDE, 110 FEET; POPULATION, 2,000.

Rosenberg is a railway junction city. From here a line runs to San Antonio via Victoria as a branch of the Galveston, Harrisburg and San Antonio. Rosenberg has coast connections with Hawkinsville, Palacios and Port Lavaca on the Gulf and also reaches to Beeville, all in rich and rapidly developing Gulf country of Texas, with its sugar and cotton plantations.

EAGLE LAKE—NEW ORLEANS, 431 MILES; ALTITUDE, 179 FEET; POPULATION, 2,600.

This pleasant town has a most inviting appearance, and is in possession of present prosperity, with an assured future. It is on the transcontinental line of the Sunset Route, it has San Antonio and Aransas Pass and the Santa Fe railways, giving direct access to all parts of the State. Here is fine rice land.

COLORADO RIVER OF TEXAS—

This large stream takes its rise in northern Texas, in close relation to Pecos River and the upper waters of the Brazos, and empties into Matagorda Bay.

Automatic Electric Block Signals Protect You All Along the Southern Pacific

COLUMBUS—NEW ORLEANS, 447 MILES; ALTITUDE, 209 FEET; POPULATION, 2,100.

Columbus is a place of more than average urban value. Large mercantile and manufacturing interests are fostered by it, and by branch railway with one terminal at Glidden it has access to La Grange at the north. It is noted for its beautiful live oaks.

SCHULENBERG—NEW ORLEANS, 470 MILES; ALTITUDE, 352 FEET; POPULATION 2,364.

Schulenberg is planted on pleasant, rolling ground, enjoys good commercial life, and is surrounded by a prosperous German Farming Community.

FLATONIA—NEW ORLEANS, 482 MILES; ALTITUDE, 461 FEET; POPULATION, 2,700.

Flatonia is an active manufacturing and commercial city with an arm of San Antonio and Aransas Pass Railway, in addition to transcontinental lines of the Sunset Route, to foster its prosperity. The San Antonio and Aransas Pass reaches northerly to valuable tributary fields, and, as well, to ports on the Gulf.

HARWOOD—NEW ORLEANS, 507 MILES; ALTITUDE, 460 FEET.

Harwood is a terminal of a twelve-mile branch line to Gonzales, where it has railway connections for southern Texas and the Gulf.

LULING—NEW ORLEANS, 516 MILES; ALTITUDE 416 FEET; POPULATION, 2,500.

Luling is a very attractive, progressive city. It deals heavily in cotton. The city is watered and drained by an affluent of Guadalupe River. The Sunset Route bisects the city, bringing the commerce and transportation side of it into close contact.

SAN ANTONIO—NEW ORLEANS, 572 MILES; ALTITUDE, 686 FEET; POPULATION, 130,000.

San Antonio is distinguished for many excellences; the area of an empire is tributary to it in live stock, cotton and general farm produce, and with a most salubrious climate.



THE "ALAMO," SAN ANTONIO, TEXAS

Here are located the largest military post in the United States, Fort Sam Houston, and the famed Hot Sulphur Well and Hotel, with hundreds of cures to its credit. Its most important line is the Sunset Route, which in its new Union Station has here one of the finest passenger stations in America, and which connects with all the world through San Francisco on the Pacific and New Orleans at the east. The city is watered by San Antonio River, and some small tributaries, including the Salado. There are twenty-one parks, several hot sulphur wells and seven large hotels.

Historic and patriotic interest largely centers in its immortal Alamo. In this semi-military church, during the war with Mexico by Texas for its independence in March, 1836, one hundred and eighty-two citizen soldiers were besieged by Santa Ana in command of five thousand Mexican regulars. At an early day a retreat might have been made with some losses, but the heroic band believed their death would serve their country better than ignoble flight; and it should be noted that while their number originally was but one hundred and fifty, yet during the siege thirty-two others fought their way in to share the closing massacre. At the end of eleven days the sacrifice was completed; all died. Travis, the commander, fell at his post of duty, on the wall. Colonel Bowie, in bed so sick he could not rise to receive the bayonet thrust of the foe—was murdered where he lay. David Crockett died behind a rampart of assailants he had slain. There was no chivalrous recognition of valor—the last defender died. One woman, with a young child and a negro servant, were left to tell the tale. On the monument Texas has inscribed: "Thermopylae had its messenger of defeat: the Alamo had none."

Within easy drive of the city are interesting ruined Missions.

SPOFFORD—NEW ORLEANS, 705 MILES; ALTITUDE, 1,015 FEET; POPULATION, 500.

At Spofford connection is made by Eagle Pass branch for City of Mexico and intermediates. It is in great request for side trips to Aztec wonders.

DEVIL'S RIVER—NEW ORLEANS, 756 MILES.

This is an unusually beautiful romantic river, clear as crystal, and musical with liquid notes as it finds its way over boulder and pebble, between the verdant banks.

VIADUCT—NEW ORLEANS, 787 MILES; ALTITUDE, 1,016 FEET

At Viaduct is a wondrous steel bridge, spanning the Pecos, the extreme length of it 2,148 feet, and elevation above the river bed 321 feet. This is one of the great railway bridges of the world, airy and graceful, but solid as a rock.

SANDERSON—NEW ORLEANS, 879 MILES; ALTITUDE, 2,780 FEET; POPULATION, 650.

Sanderson marks change for passenger train engines.

PAISANO—NEW ORLEANS, 983 MILES; ALTITUDE, 5,082 FEET.

This is the summit of the Sunset Route. Paisano marks the highest reach of this transcontinental line.



JACKSON BARRACKS, NEW ORLEANS

MARFA—NEW ORLEANS, 994 MILES. ALTITUDE 4,692 FEET, POPULATION 1,100.

Marfa is seat of justice for Presidio County, has a courthouse that might grace a metropolis. The surrounding country is fine grazing land. An abundance of game is to be found in the mountain ravines, and indeed on the plains, with reasonable certainty of bagging quail, antelope and wolves, and bear in the mountains. Much of the curative power of this region is no doubt due to outdoor life and to exercise on horseback.

SIERRA BLANCA—NEW ORLEANS, 1,100 MILES; ALTITUDE, 4,512 FEET

Sierra Blanca marks the junction of Texas and Pacific from its northern terminal at Texarkana, and is ninety-three miles from El Paso. The name was suggested by a singularly white mountain in the vicinity. At various points on the line between Sierra Blanca and Marfa, prairie dogs will be abundantly seen, and, not infrequently, bands of antelope.

EL PASO—NEW ORLEANS, 1,191 MILES; ALTITUDE, 3,713 FEET; POPULATION 45,000.

El Paso, formerly Paso del Norte, the pass of the north, going from old Mexico to New, was visited early by adventurous Onatlo, a Spanish commander, with a large party, who speaks of it on date fourth of May, 1598.

El Paso has a virile business life, its people are aggressive, wide-awake, ready to seize upon favorable opportunities and make the most of what Providence awards. There are many noble public buildings, United States custom house and court buildings, hospitals, churches, banks and mercantile houses and hotels.

Notable among its enterprises are the mammoth smelting works in western suburbs

DEMING—NEW MEXICO, POPULATION, 1,864; ELEVATION 4,500.

Dry, delightful climate. Easy reach by automobile of hunting, fishing and health resorts in mountains. Best fruits and vegetables in world for table use. Purest water in United States.

Yosemite National Park, Open the Year Round

TUCSON—NEW ORLEANS, 1,504 MILES; ALTITUDE, 2,360 FEET; POPULATION, 20,000.

An old Pueblo; its recorded history reaches back to 1770, and its traditions 160 years earlier. To-day it is a well built and handsome city, some of its Spanish architecture giving it a picturesque effect. It is the seat of the Territorial University, and its elevation and the dryness of its air makes it a winter resort for many. The fine old mission San Xavier del Bac is nine miles to the southeast of Tucson. Archaeologists may find about Tucson much to interest them in buried villages and cities of which there is no record.

CASA GRANDE—NEW ORLEANS, 1,568 MILES; ALTITUDE, 1,396 FEET.

From here trips by stage are made to the ruins of Casa Grande, sixteen miles distant, a ride of two hours northeasterly. An authority of note says: "Casa Grande is one of the most interesting remains of prehistoric ages to be found on the continent. The foundation of the ruins has recently been uncovered by the Government. No Indians known to our history erected this pile." Some irrigation is done in this region, water being drawn from the Gila River.

YUMA—NEW ORLEANS, 1,804 MILES; POPULATION, 4,000.

This old time station on the Colorado River is now fast becoming an agricultural center, with orchards of oranges and dates. The great reclamation project of the Government provides water for a large area. The Laguna Dam a dozen miles up the river is interesting, and a great steel siphon 14 feet in diameter runs under the river at the Yuma Bridge. The little city has a very desirable winter climate.

IMPERIAL VALLEY—

This heart of the Colorado Desert, reached from Imperial Junction, is now a garden spot rich in crops and with a history as interesting as a romance. In 1902 there were 45 adventurous people here, now more than 20,000, with five prosperous towns—Brawley, Imperial, El Centro, Holtville and Calexico. The dairy, cantaloupes, figs, dates, asparagus and cotton are raised, the success of the latter meaning a new industry; alfalfa has a wonderful growth and the agricultural results amaze one.

COACHELLA VALLEY—

Fifteen miles long by eight wide has underlying fountains of water, and the artesian wells are transforming this part of the desert. It is 70 feet below sea level and has fields of vegetables, alfalfa, fruit and dates. The latter will constitute a large feature in a few years and make the region attractive. A lovely valley of palms some miles westward, shut in by the mountains and watered by thermal springs. No one knows how they got there.

REDLANDS—ALTITUDE, 1,350 FEET; POPULATION, 13,000.

This lovely city of orange groves lies just over the San Geronio Pass and beyond the brow of the hill as the train rushes down the San Timoteo Canyon. Redlands occupies a hill slope overlooking the San Bernardino Valley, a green outspread of orange groves rimmed by snowy mountains. It is a city of fine homes.

RIVERSIDE—ALTITUDE, 925 FEET; POPULATION, 15,212.

It is reached from Colton eight miles and is the oldest of the distinctively orange cities. A venture in the desert, it has exceeded the promise of its beginning and is eagerly sought out for its beauty, the bounty of its orange and lemon groves, the charm of its driveways, and the restfulness of its chief hotel, the unique New Glenwood Inn.

SAN BERNARDINO—POPULATION, 13,000.

Is three miles north of Colton in the midst of oranges. Westward the fifty-five miles to Los Angeles is chiefly orange groves, broken only by the orange towns and in one place by a vineyard of several thousand acres.

Ontario and Pomona are in this fragrant garden of citrus trees. San Gabriel's old mission is close beside the track, and Pasadena is just in sight as we leave the San Gabriel Valley for the Coastal plain which Los Angeles overlooks.

LOS ANGELES—NEW ORLEANS 2,003 MILES.

The tourist center of Southern California. A city of 400,000 people. Remarkable for the beauty of its homes, its finely appointed hotels, attractive parks, the steam and electric lines and motor boulevards leading in all directions, and the number of beach and hill resorts within easy reach. Santa Monica, Ocean Park, Long Beach Venice, Redondo, Naples, Balboa, Newport Beach and Huntington Beach are within thirty minutes to an hour's ride, while Pasadena, Riverside, Redlands and San Gabriel Mission, also Mount Lowe and Mount Wilson with trail, mountain railroad, hotel and Observatory, are readily accessible.

Eastern golfers seeking their winter game can find excellent courses in the vicinity of Los Angeles. Golf can be played in California every day in the year on turf fairway and grass putting greens.

SANTA CATALINA—

The beautiful island resort 25 miles off the coast from San Pedro. The little town of Avalon is matchless in its picturesque setting. Here you can enjoy sea air that never grows hot and in glass-bottomed boats study the forest of Algae and the gorgeously colored fishes that swim through these submarine gardens. Catalina is the fisherman's delight and attracts anglers from all over the world. Golf is played in a wonderful environment. The Hotel Metropole is most inviting; there are several other hotels besides numerous cottages and tents. Time by steamer two and one-quarter hours from San Pedro, which is reached from Los Angeles by steam or electric line in 45 minutes.

SANTA BARBARA—

Charmingly situated on the Coast, 104 miles from Los Angeles, with the Channel Islands 20 miles off shore, Santa Barbara enjoys a mean temperature of 54 degrees in winter and 65 degrees in summer. Attractive scenery, a placid sea, great hotels, the fine old Mission, splendid golf links and the many beautiful homes and gardens add to its enjoyment. It is a place to which large numbers make winter pilgrimages, while those escaping from summer heat find here cool sea breezes and the pleasure of motor boating, yachting and excellent fishing.



BRIDAL VEIL FALLS, YOSEMITE NATIONAL PARK, CALIFORNIA

PASO ROBLES HOT SPRINGS—

These celebrated Springs are on the Coast Line of the Southern Pacific, about half way between Los Angeles and San Francisco. The distance to the ocean is about twenty miles, and the climate is as fine all the year round as at any point in the State. The Springs are numerous and varied. The water is used internally as well as for bathing. There are hot mud springs, providing the mud or Moor Pack, and the appointments for water treatment of all kinds excel anything of the kind outside of Europe. Indeed, Europe has no single establishment so complete as this.

HOTEL DEL MONTE—

This charming Hotel of Swiss-Gothic architecture is well known and is as attractive and comfortable as any hotel in America for a transient visit or a long stay. Near the shore of the beautiful Bay of Monterey and behind the peninsula which shuts the lower Bay from the Ocean, it has a delightful climate the year round. It stands among live oaks, pines and cypress and the excellently kept gardens and grounds of over one hundred acres recall a fine old English country park. The Arizona garden, boating lake, bath-house, the club-house, splendid golf links, polo grounds and tennis courts are among its attractions. The salmon fishing in the Bay is a special feature.

The famous Seventeen Mile Drive—now extended to forty miles—is supreme for its beauty and variety. The auto service is excellent.

MONTEREY—

From 1770 to 1849 the capital of California. Attractively situated on the shore of the Bay of Monterey. Has many old landmarks and places of historic interest. Several of its structures are the first of their kind in California. The Presidio of Monterey, founded by Portola in 1770, is now maintained as a U. S. military post. The old San Carlos Church is of unusual interest. There is every facility for salmon fishing, which here is famous.

PACIFIC GROVE—

Looking down from the hills on Monterey Bay, and surrounded by a fine pine forest, Pacific Grove is a delightful place to spend summer or winter months. Its bathing beaches are excellent. Rooms at the Pacific Grove or Del Mar Hotels, an attractive cottage or a tent in the pines is a matter of choice. It is a place for the simple life with very interesting surroundings. It is two miles from Monterey and three from Del Monte.

CARMEL BY THE SEA—

Seat of the graceful old Carmel Mission. A place of quiet and beauty. Across the peninsula from Monterey, three miles by auto service, on the white sandy beach of Carmel Bay. Many artists and writers here have their summer homes. The Carmel River and Valley are nearby.

Lake Tahoe, Mt. Shasta, Big Trees on Southern Pacific

WATSONVILLE—

The fruit center of Pajaro Valley, noted for its fine apples. About 4,000 cars are shipped out each year. It is a handsome little city of 5,000 people, two miles off the main Coast Line from Watsonville Junction.

SANTA CRUZ—

A most popular seaside resort at the northern end of Monterey Bay, with great Casino, pleasure pier and bathing beaches. The Casa del Rey is an excellent hotel with many attractive features. Its golf links are ideal in location. There are numerous family hotels and cottages. The drives along the Cliffs and by the banks of the San Lorenzo River are delightful. Yachting, boating and sea fishing are special attractions. Backed by forested mountains with many resorts and trout streams, Santa Cruz is charmingly situated.

The Santa Cruz Big Trees, six miles to the north, are reached by rail and should not be omitted in visiting this region. The Big Basin and California State Redwood Park (3,800 acres) containing some of the finest redwoods, is reached by a twelve-mile stage trip.

SAN JOSE—NEW ORLEANS, 2,428 MILES; POPULATION, 50,000.

An orchard city, set in the midst of millions of fruit trees, at the head of the fertile Santa Clara Valley. It is a home city of much beauty. Surroundings are delightful. The Lick Observatory is seen on the summit of Mount Hamilton and is reached by stage or auto.

YOSEMITE NATIONAL PARK—

There is nothing like it. Majestic and graceful waterfalls are the glory of Yosemite. Here the sheer walls of three thousand feet are lighted up by Bridal Veil and Yosemite Falls, while in the Canyon of the Merced Vernal and Nevada Falls are equal in beauty, though not so high. The volume of water is greater. Illillouette is in its own Canyon and very graceful and beautiful. The great rock features of the valley are El Capitan, 3,300 feet high, and the fractured side of the South Dome, usually called the Half Dome, 5,000 feet; Sentinel Rock, 3,100 and Glacier Point, 3,250. The latter is almost completely vertical and a stone dropped from the top strikes the base close to the valley floor. There is daily Pullman service from Los Angeles to Merced, where connection is made with the Yosemite Valley Railroad to El Portal, gateway to the Park. Auto-stages leave Hotel Del Portal at 12:30 noon, reaching Sentinel Hotel in center of Park, fourteen miles, about two in the afternoon. From here trips to many vantage points are made and the mystic wonders of Yosemite are disclosed. In addition to excellent hotels comfortable camps are established in the Park. Reached from San Francisco via Southern Pacific to Merced, and Yosemite Valley R. R. to El Portal—a day or night ride.

MARIPOSA BIG TREES—

These should be visited as part of the Yosemite trip. Stage leaves Sentinel Hotel, in center of park, daily for Wawona, 25 miles. The Wawona Hotel is close to the Grove, and is one of the delightful mountain houses in a beautiful meadow beside the south fork of the Merced River. The giant trees range from fifteen to thirty-five feet in diameter and are so finely proportioned as to realize the ideal of a perfect tree.

LAKE TAHOE—

This beautiful mountain lake in the High Sierra, 6,240 feet above the sea, is twenty-three miles long by thirteen wide and is over two thousand feet in depth. No other lake has such clarity or brilliant color. John Muir calls it a glacial lake. Its surroundings are both wild and grand and heavily forested. Tahoe is a great mountain resort and the rim of the lake is occupied by several excellent hotels. There are numerous smaller lakes in the vicinity and many trout streams. The fishing is of the best. A fine steel steamer makes the 75-mile circuit of the lake daily during the season. It is reached from San Francisco in a night by the Southern Pacific Ogden route to Truckee, where connection is made with the Lake Tahoe Ry., 15 miles to the Lake.

THE SHASTA ROUTE

SAN FRANCISCO, PORTLAND, TACOMA AND SEATTLE

SAN FRANCISCO—NEW ORLEANS, 2,480 MILES; POPULATION, 450,000.

Is one of the great cities of the world, attracts all tourists visiting the Pacific Coast, and is so placed on the commercial map that the "globe trotter" cannot leave it out. It has an individuality of its own and a situation most unique. Its commodious and comfortable hotels, extensive parks, auto boulevards and the wonderful views from the many hills and vantage points of the city add to its charm as a stopping place. As a naval and military center it occupies a strategic position at the entrance to Golden Gate. Its bay is beautiful and for shipping and commerce is one of the world's great harbors. Commercially it ranks Pacific Coast cities.

Golden Gate Park, The Presidio, Cliff House, Seal Rocks, Sutro Gardens on the heights overlooking Ocean Beach and the Golden Gate, and Sutro Baths, are all within easy reach by street car.

The reconstruction of San Francisco since the fire of 1906 has been remarkable, and as the site of the Panama-Pacific International Exposition to open February 20, 1915, is undergoing further transformation and extensive municipal improvements. It is the coolest of summer residences and its winter climate is delightful. Golf and outdoor life can be enjoyed the year round.

OAKLAND—SAN FRANCISCO, 6 MILES; ELEVATION, 9 FEET; POPULATION, 150,175

On the east shore of the Bay, with a good harbor of its own, a great frontage on deep water for manufacturing, and a cordon of hills and canyons for residences overlooking the city and the bay, this handsome city is finely located. It has an attractive lake in the midst of its principal park, a commanding City Hall, a great tourist



LAKE TAHOE, CALIFORNIA

hotel, The Oakland, and commercial and family hotels, substantial business blocks, schools and churches. An extensive street car system is matched by the Suburban Electric Lines of the Southern Pacific. The latter company has a superb passenger station at 16th Street, two stories, serving the Electric Lines from the upper landing, and avoiding all crossing of tracks.

ALAMEDA—

Adjoins Oakland on the south and is a popular residential district.

BERKELEY—SAN FRANCISCO, 9 MILES; ELEVATION, 87 FEET; POPULATION, 40,450.

This is a college town, the University of California being located here. The city occupies a gentle slope and climbs along the hillside, growing chiefly around the University Campus of 250 acres. Splendid buildings of granite and steel are replacing the old structures and the plan, the structures themselves, and the unmatched natural beauty of the campus will make one of the most attractive educational centers in any country.

CARQUINEZ STRAITS—

Divide Port Costa and Benicia, being crossed by the giant Ferry Boat "Solano," which receives the largest trains.

BENICIA—

Is an old-time capital of the state with a growing population.

SACRAMENTO—SAN FRANCISCO, 89 MILES; ELEVATION, 24 FEET; POPULATION, 60,000.

On Sacramento River, crossed here by steel bridge 2,200 feet long. Capitol building cost about \$3,000,000; begun in 1860 and recently remodelled. Fine park of 32 acres, with trees and shrubs from almost every country and clime. The city is growing rapidly, and has about it a great acreage of fertile land.

CHICO—SAN FRANCISCO, 184 MILES; ELEVATION, 194 FEET.

The outgrowth of the Rancho Chico, owned by John Bidwell, a pioneer and historic character. In a choice section of the Sacramento Valley as indicated by the location here of the United States Plant Introduction Garden of 93 acres. The Joseph Hooper Oak here is 9 feet in diameter and top spreads 150 feet.

RED BLUFF—

Two hundred and thirty-three miles from San Francisco, is virtually the head of the great valley, but Redding, thirty-five miles beyond, is the actual head and close to the gorge from which the Sacramento River emerges from the mountains.

SACRAMENTO CANYON, SHASTA SPRINGS AND RESORTS—

Nearly seventy miles of fine scenery, the railroad crossing the river eighteen times. Many mineral springs and summer resorts with hotels, cottages, and camps amid crags and firs. At Shasta Springs, where all trains stop, you may sample the gushing natural soda fountains.

SISSON—SAN FRANCISCO, 237 MILES; ELEVATION, 2,554 FEET.

Located at base of Mt. Shasta. This butte is 14,380 feet high, showing more than 11,000 feet in one unbroken sweep above its base. The view here shows the great bulk of the mountain, and the timber line is clearly marked. This is the natural starting point of parties seeking the summit.

Panama-Pacific International Exposition, California, 1915

MT. SHASTA— The glory of this snowy peak, close beside the track and visible for nearly a hundred miles from the south, has made the Shasta Route famous. It is a butte or detached mountain, and presents unusual opportunities to study its form and massiveness. There are living glaciers on it, and an extinct crater, a full mile in diameter and a thousand feet deep. Fumaroles, or steam jets, are numerous on the summit. As the train curves about it the view changes, at one point showing a single and regular cone. At sunset the sight is of great beauty. Its gray lava and walls of ice and snow glow rose color, as if heated from within. Athletic men and women find no great difficulty in climbing it.

THE SISKIYOU MOUNTAINS— These lie on the southern border of Oregon, and the view from the top of the pass is directly into the Rogue River Valley. Openings into the range east and west, as well as over it to the north, afford vistas which are very impressive, and the scenes will not easily be forgotten. At Weed, the lumber town a few miles north of Sisson, a branch line runs to Klamath Falls and beyond. This opens the "Lake Country" of Southern Oregon, including the wonderful Crater Lake, reached by auto service.



MT. SHASTA, CALIFORNIA

Ashland, Medford, Grants Pass—are prosperous towns in Rogue River Valley.

COW CREEK CANYON— Courses thirty-three miles through a wilderness of delightful scenery, and finally enters another farming section.

THE UMPQUA VALLEY— The second of the charming valleys of Oregon, with a fine clear river coursing through it. A series of valleys rather than one, the topography showing many spurs and low hills, while the stream itself has a north and south fork. The climate is delightful, with a moderate rainfall.

ROSEBURG—SAN FRANCISCO, 574 MILES; ELEVATION, 484 FEET. County seat of Douglas County, in beautiful bend of Umpqua River. An attractive and growing town in a fertile region; good hotel and public buildings.

SUTHERLIN, OAKLAND AND DRAIN— Are valley towns as we go on our way to the Calapoosia Mountains which separate this valley region from the great Willamette Valley beyond.

EUGENE—SAN FRANCISCO, 648 MILES; ELEVATION, 456 FEET. Seat of University of Oregon, 105 instructors. An excellent town, public spirited and growing. Line from Weed via Klamath Falls and Crater Lake comes to main line near by, at Natron; a branch line runs to Wendling in heavy timber. Mackenzie River here furnishes great potential energy.

WILLAMETTE VALLEY— Extends to Portland. 125 miles long by from 50 to 60 miles wide, or an area of five million acres. Is fertile, well watered by affluents of the Willamette River, has large rainfall, mild climate, and is rimmed by mountain ranges. Magnificent peaks in Cascade Range—Three Sisters, Jefferson, and others. As we go north Mt. Hood is majestic—a thing of beauty in the horizon. The valley produces grain, fruit, vegetables, and is noted for fine apples. Walnuts are a good crop.

SALEM—SAN FRANCISCO, 719 MILES; ELEVATION, 180 FEET. Capital city, on Willamette River, with attractive surroundings. State building in fine grounds, Reform School and all State institutions are grouped around Salem. It is second city in size in Oregon. Willamette University is here, a school under auspices of the Methodist Church. Salem was settled by missionaries in 1834.

OREGON CITY—SAN FRANCISCO, 756 MILES; ELEVATION, 102 FEET. A manufacturing town at the Falls of the Willamette. Locks serve the needs of navigation.

PORTLAND—SAN FRANCISCO, 771 MILES; ELEVATION, 54 FEET; POPULATION, 207,214. A city of commerce and an attractive residence city, in a mild climate, celebrated for its roses, and for the panorama of white mountain peaks visible from the high places of the city. Lying on both sides of the Willamette, twelve miles from its confluence with the Columbia, it has a good harbor in its midst, a good gateway to the ocean. From a spur of the Coast Mountains the city inherits Council Crest, and from this elevation, reached by car service, looks out upon Mounts Hood, St. Helens, Adams, Rainier and Baker, in one wonderful sweep of vision.

No western trip can be complete without the journey to Puget Sound and the cities of Seattle and Tacoma, striking examples of Western growth and prosperity, set down in one of the grandest scenic spots on the continent. From Portland the lines of the Oregon-Washington Railroad and Navigation Company extend northward to the cities on the Sound, while the famous Shasta Limited now gives through service from San Francisco to Seattle. Seattle is six hours distant from Portland, a cool, delightful journey through the wonderful evergreen forests, past sparkling streams and glistening lakes, and along the borders of the great inland sea, Puget Sound. Leaving Portland, the route crosses the Willamette and Columbia Rivers and starts northward through the great forests of fir and cedar, where flourishing sawmill towns dot the roadway.

TACOMA, ON PUGET SOUND— Is a city of 125,000 people, set on commanding hills, with a perfect harbor, many factories and all of the assets of a great port. From here a short trip leads to Mt. Rainier and Rainier National Park, the monarch of the Cascades towering 14,500 feet above sea level, the highest peak in the United States proper. The park, with its hotels, hot springs and camps is one of the finest summer resorts in the Northwest.

SEATTLE— Seattle lies thirty-eight miles northward from Tacoma. It is the gateway to Alaska. Here is a city grown from 60,000 to 250,000 in the thirteen years since gold was struck on the Klondyke. Built on a score of hills, Seattle commands the scenic beauties of Puget Sound and the snow-capped Olympics to the west, while east of the city lies beautiful Lake Washington, and beyond the forest slopes and snowy summit of the Cascades, with Rainier at the south and Mt. Baker at the north. From Seattle there are many important side trips for the traveler, the journey by steamer to Victoria, the quaint old-world capital of British Columbia, and Vancouver, the commercial metropolis of Western Canada. The lake and mountain resorts of the Cascades and Olympics are reached by steamer or rail, and the cities of the Sound, Bellingham, Everett, Port Townsend and many smaller. Beautiful indeed are the journeys up Hoods Canal, by salt water into the heart of a mountain range, to the sparkling San Juan Islands, or out through the Straits of Juan de Fuca for a vision of the broad, rolling Pacific. All of these trips may be made in a day's time from Seattle.

San Francisco to the East via Ogden Route

The Southern Pacific's Ogden Route from San Francisco, through Sacramento, the capital of the State, and across the Sierra Nevada Mountains, is continuously picturesque. From foothills set with vineyards and orchards it follows the romantic trail of the '49ers. The views at Cape Horn and Blue Canon into the gorge of the American River, and of Donner Lake and the snow-capped Sierrita region, are all unforgettable. The descent into Nevada and the ride across its wide basins, in view of serrated mountain ranges, is impressive. The effects of regulated irrigation are here seen. The crossing of Great Salt Lake over the celebrated Cut-Off—one of the greatest engineering feats of the age—is a novel sensation.

OGDEN—ELEVATION 4,293 FEET; 782 MILES FROM SAN FRANCISCO. This important city has a population of 25,580 and is situated at the end of a spur of the Wahsatch Mountains. Ogden is the Eastern terminus of the Southern Pacific, which here connects with the Union Pacific, Oregon Short Line and Denver & Rio Grande.

YELLOWSTONE PARK

A night's ride from Ogden via Oregon Short Line Railroad to Yellowstone Station, where stage coaches depart for the trip through the Park. Throughout the Park there are attractive and excellent hotels, as well as camping facilities. Amidst the wildest scenery, vast geysers—torrents of boiling water and steam with columns 50 to 60 feet in diameter and 150 to 300 feet high—stand erect, hissing, throbbing, booming, sustained by tremendous energy from below. They spout at precise intervals and are of all sizes and shapes; inverted waterfalls, icy springs, hot springs, mush pots bubbling, paint pots boiling, ink pots hissing, pools of pure green and pools of azure water flashing and heaving under walls painted with every color, amid hills of brimstone, cliffs of volcanic glass, pine forests and snow-clad peaks. Season June 16th to September 16th. Thirty days stop-over at Ogden on first and second class tickets. The Park tour can be made in four to five days, or shorter trips of one and two days can be made.

THROUGH SCHEDULES Between New York and Pacific Coast

STEAMER NEW YORK TO NEW ORLEANS, AND SUNSET ROUTE BEYOND SUNSET LIMITED

SOLID PULLMAN TRAIN—EVERY DAY—NO EXTRA FARE

Stop-over of ten (10) days will be granted at New Orleans, La., and El Paso, Texas, on all tickets. Passengers desiring stop-over must deposit ticket, within twenty-four (24) hours after arrival, with ticket agent of the line over which ticket reads from New Orleans or El Paso. Passengers must leave stop-over point not later than midnight of the tenth (10th) day; for example, passenger reaching point of stop-over the first must leave by the tenth.

The following schedule shows through time between New York and Pacific Coast points, using the water line between New York and New Orleans. Table of Pullman Sleeping Car fares on another page is given for the information and guidance of passengers holding tickets to points reached by rail lines out of New Orleans as well as for passengers from Western points making connection at New Orleans with northbound steamers for New York.

SOUTHBOUND AND WESTBOUND (READ DOWN)			STATIONS	EASTBOUND AND NORTHBOUND (READ UP)					
STEAMSHIP SERVICE	STEAMSHIP SERVICE	STEAMSHIP SERVICE		STEAMSHIP SERVICE	STEAMSHIP SERVICE	STEAMSHIP SERVICE			
Wed. Sat. 12.00 N'N	Wed. Sat. 12.00 N'N	Wed. Sat. 12.00 N'N	Lv. New York Ar	7.00 A.M. . . Mon. Thur.	7.00 A.M. . . Mon. Thur.	7.00 A.M. . . Mon. Thur.			
Mon. Thur. . . . 10.30 A.M.	Mon. Thur. . . . 10.30 A.M.	Mon. Thur. . . . 10.30 A.M.	Ar. New Orleans Lv	10.00 A.M. . . . Wed. Sat.	10.00 A.M. . . . Wed. Sat.	10.00 A.M. . . . Wed. Sat.			
No. 7 DAILY SUNSET MAIL	No. 9 DAILY SUNSET EXPRESS	No. 101 DAILY SUNSET LIMITED		No. 102 DAILY SUNSET LIMITED	No. 10 DAILY SUNSET EXPRESS	No. 8 DAILY SUNSET MAIL			
Mon. Thur. . . 11.45 A.M.	Mon. Thur. . . 11.30 P.M.	Mon. Thur. . . 11.00 A.M.	Lv. New Orleans Ar	8.50 P.M. . . Tues. Fri.	6.45 P.M. . . Tues. Fri.	7.45 A.M. . . Wed. Sat.			
Mon. Thur. . . 8.53 P.M.	Tues. Fri. . . . 8.48 A.M.	Mon. Thur. . . 7.36 P.M.	Ar. Beaumont Lv	12.25 P.M. . . Tues. Fri.	9.21 A.M. . . Tues. Fri.	10.35 P.M. . . Tues. Fri.			
Mon. Thur. . . 11.30 P.M.	Tues. Fri. . . . 11.30 A.M.	Mon. Thur. . . 9.50 P.M.	Ar. Houston Lv	10.10 A.M. . . Tues. Fri.	6.45 A.M. . . Tues. Fri.	7.55 P.M. . . Tues. Fri.			
Tues. Fri. . . . 12.01 A.M.	Tues. Fri. . . . 11.50 A.M.	Mon. Thur. . . 10.00 P.M.	Lv. Houston Ar	10.00 A.M. . . Tues. Fri.	6.15 A.M. . . Tues. Fri.	7.30 P.M. . . Tues. Fri.			
Tues. Fri. . . . 7.30 A.M.	Tues. Fri. . . . 7.20 P.M.	Tues. Fri. . . . 4.10 A.M.	Ar. San Antonio Lv	4.00 A.M. . . Tues. Fri.	11.00 P.M. . Mon. Thur.	12.15 P.M. . Tues. Fri.			
Tues. Fri. . . . 11.00 A.M.	Tues. Fri. . . . 9.30 P.M.	Tues. Fri. . . . 4.20 A.M.	Lv. San Antonio Ar	3.53 A.M. . . Tues. Fri.	8.50 P.M. . . Mon. Thur.	11.45 A.M. . Tues. Fri.			
Tues. Fri. . . . 5.00 P.M.	Wed. Sat. . . . 3.30 A.M.	Tues. Fri. . . . 9.20 P.M.	Ar. Del Rio Lv	11.03 P.M. . . Tues. Fri.	3.15 P.M. . . Mon. Thur.	6.00 A.M. . . Tues. Fri.			
	Wed. Sat. . . . 7.40 P.M.	Tues. Fri. . . . 10.15 P.M.	Ar. El Paso Lv	9.45 A.M. . . Mon. Thur.	12.01 P.M. . Sun. Wed.				
	Wed. Sat. . . . 9.30 P.M.	Tues. Fri. . . . 9.30 P.M.	Lv. El Paso Ar	8.30 A.M. . . Mon. Thur.	9.30 P.M. . . Sun. Wed.				
	Thur. Sun. . . . 9.55 P.M.	Wed. Sat. . . . 9.55 P.M.	Ar. Los Angeles Lv	8.15 A.M. . . Sun. Wed.	3.10 P.M. . . Sat. Tues.				
	Thur. Sun. . . . 10.15 P.M.	Wed. Sat. . . . 10.15 P.M.	Lv. Los Angeles Ar	7.55 A.M. . . Sun. Wed.	2.45 P.M. . . Sat. Tues.				
	Fri. Mon. . . . 3.30 P.M.	Thur. Sun. . . . 3.30 P.M.	Ar. San Francisco Lv	4.40 P.M. . . Sat. Tues.	9.00 P.M. . . Fri. Mon.				
	Fri. Mon. . . . 8.20 P.M.	Thur. Sun. . . . 8.20 P.M.	Lv. San Francisco Ar	7.30 A.M. . . Sat. Tues.	8.50 P.M. . . Fri. Mon.				
	Sun. Wed. . . . 7.20 A.M.	Sat. Tues. . . . 7.20 A.M.	Ar. Portland Lv	8.15 P.M. . . Thur. Sun.	5.50 P.M. . . Thur. Sun.				

EQUIPMENT

Nos. 101 and 102.—One Drawing-Room 12-section, one Drawing-Room six Compartment, Library Observation Standard Pullman Sleeping Cars, Dining Car, New Orleans and San Francisco; one Tourist Pullman Sleeping Car Washington and San Francisco; one Drawing-Room 12-section Car, New Orleans and Los Angeles. Nos. 9 and 10.—Standard and Tourist Pullman Sleeping Cars, Library, Observation, Buffet Car, Dining Car, Chair Cars and Coaches, New Orleans and San Francisco. Nos. 7 and 8.—Standard Pullman Sleeping Cars, Dining Cars, Chair Car and Coaches, New Orleans and Del Rio.

Schedules of Through Trains from New Orleans to Texas Points

Between New Orleans and Fort Worth

WESTBOUND				STATIONS	EASTBOUND			
	11-15 83	7-17 85	9-15 83		82-16-8	86-6-10	86-18 102	
8.00PM	11.45AM	11.30PM	Lv. NEW ORLEANS	Ar.	7.45AM	6.45PM	8.50PM	
9.00AM	11.45PM	11.45AM	Lv. HOUSTON	Ar.	7.15PM	6.30AM	7.05AM	
10.40AM	1.00AM	1.00PM	Lv. HEMPSTEAD	Lv.	5.55PM	4.45AM	5.45AM	
11.25AM	1.33AM	1.33PM	Lv. NAVASOTA	Lv.	5.20PM	3.55AM	5.03AM	
2.20PM	3.35AM	3.35PM	Ar. BREMOND	Lv.	3.15PM	12.55AM	2.45AM	
3.50PM	4.50AM	4.45PM	Ar. MEXIA	Lv.	2.05PM	11.32PM	1.40AM	
6.25PM	7.00AM	6.25PM	Lv. ENNIS	Lv.	12.35PM	10.00PM	12.10AM	
6.35PM	7.10AM	6.35PM	Lv. GARRETT	Lv.	11.50AM	9.30PM	9.30PM	
7.00PM	7.35AM	7.00PM	Ar. WAXAHACHIE	Lv.	11.25AM	9.05PM	9.05PM	
8.40PM	9.10AM	8.40PM	Ar. PORT WORTH	Lv.	9.50AM	7.30PM	7.30PM	

Between New Orleans and Corsicana, Dallas, Sherman, Denison

WESTBOUND				STATIONS	EASTBOUND			
11-3	9-15	9-5	101-17		6-10	2-12	16-8	18-102
8.00PM	11.30PM	11.30PM	11.00AM	Lv. NEW ORLEANS	Ar.	6.45PM	6.50AM	7.45AM
8.45AM	11.30AM	11.30AM	10.00PM	Ar. HOUSTON	Lv.	6.45AM	5.25PM	7.55PM
9.00AM	11.45AM	8.40PM	11.45PM	Lv. HOUSTON	Ar.	6.30AM	4.50PM	7.15PM
10.35AM	1.00PM	10.25PM	1.00AM	Ar. HEMPSTEAD	Lv.	4.45AM	3.10PM	5.55PM
10.40AM	1.34PM	11.20PM	1.33AM	Ar. NAVASOTA	Lv.	3.55AM	3.00PM	5.20PM
11.25AM	2.20PM	3.35PM	2.11AM	Ar. BREMOND	Lv.	12.55AM	11.25AM	3.15PM
2.20PM	3.35PM	2.20AM	3.35AM	Lv. BREMOND	Ar.	12.45AM	11.15AM	3.15PM
3.50PM	4.45PM	3.55AM	4.50AM	Ar. MEXIA	Lv.	11.32PM	10.25AM	2.05PM
4.50PM	5.40PM	5.00AM	5.50AM	Ar. CORSICANA	Lv.	10.38PM	9.30AM	1.12PM
5.35PM	6.15PM	5.45AM	6.30AM	Ar. ENNIS	Lv.	10.00PM	8.10AM	12.35PM
5.40PM	6.20PM	6.00AM	6.35AM	Lv. ENNIS	Ar.	9.35PM	8.30AM	12.30PM
		6.12AM	6.45AM	Ar. GARRETT	Lv.	9.25PM	8.20AM	12.24PM
		7.10PM	7.35PM	Ar. DALLAS	Lv.	8.00PM	6.45AM	11.30AM
			8.20AM	Lv. DALLAS	Ar.	7.20PM		11.54PM
			10.55AM	Ar. SHERMAN	Lv.	5.00PM		
			11.20AM	Ar. DENISON	Lv.	4.35PM		

Between New Orleans and Shreveport

WESTBOUND				STATIONS	EASTBOUND			
	9-4	101-2			1-8	3-102		
11.30PM	11.00AM	Lv. NEW ORLEANS	Ar.	7.45AM	8.50PM			
8.00PM	7.00AM	Lv. HOUSTON	Lv.	7.55PM	10.10AM			
9.43PM	8.42AM	Ar. CLEVELAND	Lv.	4.29PM	5.11AM			
10.52PM	9.52AM	Ar. LIVINGSTON	Lv.	3.16PM	4.00AM			
11.47PM	10.51AM	Ar. CORRIGAN	Lv.	2.17PM	3.03AM			
12.55AM	11.52AM	Ar. LUFKIN	Lv.	1.15PM	2.00AM			
1.45AM	1.04PM	Ar. NACOGDOCHES	Lv.	11.55AM	1.04AM			
2.41AM	2.00PM	Ar. GARRISON	Lv.	10.59AM	12.06AM			
3.00AM	2.21PM	Ar. TIMPSON	Lv.	10.37AM	11.42PM			
4.08AM	3.25PM	Ar. LOGANSPORT	Lv.	9.35AM	10.36PM			
5.20AM	4.33PM	Ar. KEITHVILLE	Lv.	8.35AM	9.35PM			
6.00AM	5.10PM	Ar. SHREVEPORT	Lv.	8.00AM	9.00PM			

Between New Orleans, Victoria, Beeville

WESTBOUND				STATIONS	EASTBOUND			
	9-305	321 Mix.	11-301 307		8-308 302	322	6-306 Mix.	
11.30PM			8.00PM	Lv. NEW ORLEANS	Ar.	7.45AM		5.25PM
4.50PM			9.40AM	Lv. HOUSTON	Lv.	7.55PM		3.00PM
6.35PM			11.10AM	Lv. ROSENBERG	Lv.	4.15PM		12.30PM
10.15PM				Ar. VICTORIA	{ Lv. 12.25PM			
	8.45AM		3.20PM	Lv. }	Ar. 11.55AM	7.45PM	8.20AM	
12.45PM			5.50PM	Ar. BEEVILLE	Lv.	9.30AM	2.30PM	

Between New Orleans, Marlin, Waco

WESTBOUND				STATIONS	EASTBOUND			
	7-17-65	9-15-63	3-75		32-2-12	74-16-8	33-6-10	66-18 102
11.45AM	11.30PM	8.00PM	Lv. NEW ORLEANS	Ar.	6.50AM	7.45AM	6.45PM	8.50PM
11.30PM	11.30AM	8.45AM	Ar. HOUSTON	Lv.	6.00PM	7.55PM	6.45AM	7.05AM
11.45PM	11.45AM	9.00AM	Lv. HOUSTON	Ar.	5.25PM	7.15PM	6.30AM	6.30AM
1.33AM	1.34PM	11.25AM	Lv. NAVASOTA	Lv.	3.00PM	5.20PM	3.55AM	3.55AM
3.35AM	3.35PM	3.15PM	Ar. BREMOND	Lv.	11.10AM	3.00PM	12.45AM	12.45AM
5.10AM	4.35PM	3.57PM	Ar. MARLIN	Lv.	11.02AM	2.15PM	12.01AM	12.01AM
6.55AM	5.40PM	5.15PM	Ar. WACO	Lv.	9.30AM	1.00PM	10.45PM	10.45PM

Between New Orleans, Hempstead, Austin, Llano

WESTBOUND				STATIONS	EASTBOUND			
	7-45	3-43-51			10-46 52	42-12		
11.15AM	8.00PM	Lv. NEW ORLEANS	Ar.	6.45PM	6.50AM			
11.30PM	8.45AM	Ar. HOUSTON	Lv.	6.45AM	6.00PM			
11.55PM	9.00AM	Lv. HOUSTON	Ar.	5.45AM	5.25PM			
1.50AM	10.50AM	Lv. HEMPSTEAD	Ar.	4.10AM	2.50PM			
6.30AM	3.45PM	Ar. AUSTIN	Lv.	11.30PM	10.00AM			
	7.10AM	Lv. AUSTIN	Ar.	6.30PM				
	11.50AM	Ar. LLANO	Lv.	1.45PM				

Between New Orleans and Galveston

WESTBOUND				STATIONS	EASTBOUND			
	7-171	11-173	9-173		176-10	102-172	8-174	
11.45AM	8.00PM	11.30PM	Lv. NEW ORLEANS	Ar.	6.45PM	8.50PM	7.45AM	
11.30PM	8.45AM	11.30AM	Ar. HOUSTON	Lv.	6.45PM	10.10AM	7.55PM	
7.15AM	11.50AM	11.50AM	Lv. HOUSTON	Ar.	11.15PM	8.50AM	7.20PM	
9.10AM	1.45PM	1.45PM	Ar. GALVESTON	Lv.	9.35PM	7.00AM	5.30PM	

Pullman Fares

PULLMAN STANDARD SLEEPING CAR FARES

FROM	NEW ORLEANS		HOUSTON		GALVESTON		SAN ANTONIO		EAGLE PASS		EL PASO	
TO	Lower Berth	Drawing Room	Lower Berth	Drawing Room	Lower Berth	Drawing Room	Lower Berth	Drawing Room	Lower Berth	Drawing Room	Lower Berth	Drawing Room
New Orleans			\$2.00	\$7.00	\$2.50	\$9.00	\$3.50	\$13.00	\$4.50	\$16.00	\$7.00	\$25.00
Houston	\$2.00	\$7.00					2.00	7.00	2.50	9.00	5.00	18.00
Galveston	2.50	9.00					2.00	7.00	2.00	7.00	5.50	20.00
Dallas	3.50		2.00	7.00	2.00	7.00						
San Antonio	3.50	13.00	2.00	7.00	2.00	7.00					3.75	14.00
Eagle Pass	4.50	16.00	2.50	9.00	2.75	10.00						
City of Mex	10.11	37.42	8.11	30.42	8.36	31.42	6.61	27.42	11*22	42.84	11*22	42.84
El Paso	7.00	25.00	5.00	18.00	5.50	20.00	3.75	14.00				
Deming	7.50	27.00	5.75	21.00	5.75	21.00	4.50	16.00			1.50	6.00
Benson	8.00	28.00	6.50	23.00	6.50	23.00	5.00	18.00			2.00	7.00
Tucson	8.50	30.00	7.00	25.00	7.00	25.00	5.50	20.00			2.00	7.00
Maricopa	9.00	32.00	7.50	27.00	7.50	27.00	6.25	22.00			2.50	9.00
Yuma	10.00	35.00	8.50	30.00	8.50	30.00	7.00	25.00			3.50	13.00
Los Angeles	11.50	41.00	10.00	35.00	10.00	35.00	8.50	30.00			5.00	18.00
San Francisco	11.50	41.00	10.50	37.00	10.50	37.00	10.00	35.00			7.00	25.00

*Mexican Money.
Compartment Fares will be furnished on application to any agent.

For exclusive use of drawing-room by a single occupant one extra railroad fare is required in addition to Pullman ticket.

For exclusive use of compartment by a single occupant one-half extra railroad fare is required in addition to Pullman ticket.

PULLMAN EXCURSION SLEEPING CAR FARES

FROM	New Orleans	Beaumont	Houston	San Antonio	Spofford	El Paso	Tucson	Maricopa	Yuma	Colton	Los Angeles	San Francisco
TO												
New Orleans		\$1.00	\$1.00	\$1.75	\$2.25	\$3.50	\$4.25	\$4.50	\$5.00	\$5.75	\$5.75	\$5.75
Beaumont	\$1.00			1.00	1.50	3.00	3.75	4.00	4.50	5.25	5.25	5.50
Houston	1.00			1.00	1.25	2.75	3.50	3.75	4.25	5.00	5.00	5.25
San Antonio	1.75	1.00	1.00		2.00	2.75	3.25	3.50	4.00	4.25	5.00	
El Paso	3.50	3.00	2.75	2.00	1.75		1.25	1.50	1.75	2.50	2.75	3.50
St. Louis				3.50	3.75	4.00	5.00	5.25	5.50	6.25	6.50	6.50

NOTE—Upper berths 80% of above fares for lowers.

RAILROADS AND THE PUBLIC

"Just as your servant can only properly discharge his duties when he is suitably fed, suitably clothed, and suitably housed, so the railroad can only properly discharge its duties when it receives proper treatment from the public."

"The wages and taxes paid by the railroads amount to nearly four times as much as the dividends paid on their stock."

Arrangement for the Protection of Passengers

This Company appreciates the importance of having its patrons understand that every precaution is taken for their safety in case of accident.

The lifeboat capacity of each of the ships is sufficient to accommodate all of the passengers as well as all of the crew.

Modern wireless equipment in use at all hours. The wireless room is in charge of an experienced operator night and day.

Notice cards are posted in public rooms, showing assignments to boats in case of accident, for the occupants of each room.

In each stateroom a separate notice is posted advising the occupants of the number of the boat to which they are assigned.

In the steerage notices are posted prominently, showing the boats to which the occupants are assigned.

Each lifeboat is numbered conspicuously and the number can be seen from the promenade deck.

Fire and Boat Drills are held in each port and in addition are held the first day out.

All passengers are earnestly invited to take part in these drills.

The Steward of each ship will demonstrate on the first day out how the life preservers are to be attached to the body.

The Third Season of the MISSION PLAY

By JOHN STEVEN McGROARTY

At San Gabriel, California

From Los Angeles by Auto

COMMENCING JANUARY 31, 1915

This intensely realistic pageant-drama of the early history of the Franciscan Missions in California will be enacted by a company of 300 players in one of the most unique theatres in the world, especially designed and decorated in the style of the old Missions and within the shadow of the gray adobe walls of the Mission San Gabriel, founded in 1771.

The Arizona National Reserve Route

Via Globe-Phoenix Auto Road

TO ROOSEVELT DAM—Salt River Irrigation Project

Via Southern Pacific and Arizona Eastern, through Maricopa and Phoenix or Bowie and Globe

TRIP THROUGH THE GILA AND SALT RIVER VALLEYS AMID MOUNTAIN RANGES OF GREAT SCENIC BEAUTY

Ask Southern Pacific Agents for illustrated folder.

NEW ORLEANS-HAVANA SERVICE

Passenger and Freight Ships

Forty Delightful Hours

SAILINGS WEEKLY

No Freight Received on Sailing Day

Through tickets should not be sold until reservation is secured, but if time will not permit reservation being made tickets should be endorsed "Reservation not guaranteed."



Rates of Passage

First Cabin, Either Way	\$25.00
First Cabin, Round Trip (Six Months' Limit)	45.00
Steorage, Either Way	12.50

Rates Include Meals and Berth on Ships

Children five years of age and under twelve will be given half rate when occupying berth with parent or guardian, or when two children holding tickets occupy one berth; children under five years of age occupying berth with parent or guardian will be carried free. Reservations must be claimed and paid for one week prior to sailing.

The Company reserves the right to change this schedule without notice, and does not hold itself responsible for delays from unavoidable causes.

Baggage Checked

Baggage may be checked through from New Orleans to hotel or residence in Havana. The Wells Fargo & Co. Express will handle baggage through custom-house at Havana, relieving passengers of all trouble. It must be plainly marked with the name of the passenger, steamer, and whether for stateroom or hold. Baggage tags may be obtained of the officers of the Company.

One hundred and fifty (150) pounds of baggage will be carried free for each passenger holding an adult ticket, and seventy-five (75) pounds for each child's ticket.

Excess baggage will be charged for at the rate of \$4.20 per cwt.

The Havana offices of the Company are at No. 49 Obispo Street, only a few blocks from the landing.

J. H. R. PARSONS, General Passenger Agent,
Camp and Poydras Streets, New Orleans, La.
A. E. WOODSELL, General Agent, Obispo 49, Havana, Cuba.
W. S. NAPIER, General Baggage Agent, Houston, Texas.

MORGAN LINE

Freight Service

New York, New Orleans, Havana, Galveston

The freight vessels and terminals of the Southern Pacific Steamship Lines are equipped with every modern appliance for the handling, security and preservation of cargoes, and regular sailings enable shippers to make contracts for delivery which they may feel sure will be carried out at the stipulated time. Between New York and Galveston there are three sailings from each port each week. Between New York and New Orleans two sailings each week. For nearly half a century the Management has been engaged in developing and perfecting the freight carrying trade between the Atlantic Seaboard and Gulf ports, and now the largest and finest fleet of freight steamers in the Atlantic Coastwise Marine is employed in the service.

Freight received in New York at Pier 48, North River, foot of West Eleventh Street, for New Orleans, Galveston, Central America, Mississippi, Louisiana, Texas, Arkansas, Oklahoma, Missouri, Kansas, Mexico, Arizona, Colorado, Utah, California, Oregon, Hawaiian and Philippine Islands, China, Japan and Australia.

Freight received at New Orleans and Galveston at Company's piers for New York and all points in Atlantic Seaboard territory and all European and foreign ports, and in New Orleans for Havana.

Fleet

	Displacement
Steamship "EL ORIENTE"	430 feet, 10,600 tons
Steamship "EL OCCIDENTE"	430 feet, 10,600 tons
Steamship "EL SOL"	430 feet, 10,600 tons
Steamship "EL MUNDO"	430 feet, 10,600 tons
Steamship "CREOLE"	440 feet, 10,500 tons
Steamship "ANTILLES"	440 feet, 10,500 tons
Steamship "MOMUS"	440 feet, 10,500 tons
Steamship "PROTEUS"	406 feet, 7,800 tons
Steamship "COMUS"	406 feet, 7,800 tons
Steamship "EL ALBA"	406 feet, 7,800 tons
Steamship "EL SIGLO"	406 feet, 7,800 tons
Steamship "EL VALLE"	406 feet, 7,800 tons
Steamship "EL CID"	406 feet, 7,800 tons
Steamship "EL NORTE"	406 feet, 7,800 tons
Steamship "EL SUD"	406 feet, 7,800 tons
Steamship "EL DIA"	406 feet, 7,800 tons
Steamship "EL RIO"	406 feet, 7,800 tons
Steamship "EL MAR"	350 feet, 5,800 tons
Steamship "EL PASO"	350 feet, 5,800 tons
Steamship "EL MONTE"	350 feet, 5,800 tons
Steamship "EXCELSIOR"	330 feet, 5,800 tons
Steamship "CHALMETTE"	320 feet, 5,000 tons

For rates of freight, bills of lading and other information apply to

R. S. STUBBS, General Freight Agent,
New York-New Orleans-Galveston Line,
366 Broadway, Corner Franklin St., New York.

C. S. FAY, General Freight Agent,
New Orleans-Havana Line,
New Orleans, La.

H. M. WILKINS, General Agent, Galveston, Texas.

PACIFIC MAIL STEAMSHIP COMPANY

THE SUNSHINE BELT TO THE ORIENT

Steamers Leave San Francisco Every Week for HONOLULU-JAPAN-CHINA-PHILIPPINES



PACIFIC MAIL S. S. "MONGOLIA"—ONE OF THE "BIG FOUR"

MONGOLIA	Twin Screws	MANCHURIA
27,000 Tons		27,000 Tons
KOREA	Twin Screws	SIBERIA
18,000 Tons		18,000 Tons

Also { NILE, 11,000 Tons
CHINA, 10,200 Tons
PERSIA, 9,000 Tons

THESE MAMMOTH VESSELS, the largest and steadiest on the Pacific, afford every luxury, convenience and safety known to modern ocean steamship travel. Electric lights in each berth. Electric fans in each stateroom. Filipino Band Concerts every afternoon and evening. Cuisine under direct supervision of the world famous caterer, Mr. V. Moroni. Each ship carries an experienced surgeon and stewardesses.

Around the World Tours In Every Direction at Very Low Rates

NEW FEATURE TOURS AND TRIP DEPARTMENT

Write for Sailing Schedules, Cabin Plans, Descriptive Folders and Full Information

PACIFIC MAIL STEAMSHIP COMPANY (PANAMA LINE)

NEW DIRECT EXPRESS SERVICE TO PANAMA

Fourteen Day Voyage from San Francisco.
Semi-Monthly Sailings.

Local service to Panama, calling at ports of Mexico, Guatemala, Salvador, Honduras, Nicaragua and Costa Rica. Three sailings monthly. Connections at Panama with steamers for South America, West Indies, New Orleans, New York and Europe. Through tickets to New York or New Orleans via Panama. Through tickets to Mexico City via Manzanillo. Special tours via Panama or Guatemala thence New Orleans and returning by rail.

General Offices, 384 Flood Building, San Francisco
R. P. SCHWERIN, V. P. and G. M. H. N. THOMAS, A. G. P. A.

OCEANIC STEAMSHIP CO. OF SAN FRANCISCO SYDNEY SHORT LINE NEW SERVICE

S.S. "SIERRA,"	S.S. "SONOMA,"	S.S. "VENTURA."
Wireless.	10,000 Tons Displacement.	Twin Screw. Classed by Lloyds 100A1

19 DAYS From SAN FRANCISCO, Via HONOLULU and TUTUILA (SAMOA) To HONOLULU, PAGO PAGO and SYDNEY.

The Quick and Attractive Route to the Antipodes.

For Dates of Sailing, tickets or further information, call on or address

L. F. COCKROFT, General Passenger Agent, San Francisco, Cal.
H. E. BURNETT, Trav. Pas. Agt., 1733 Whitehall Bldg., 17 Battery Place, New York.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Regular Line of Royal Mail Steamers, Sailing Every 28 Days.

R.M.S. "TAHITI"	R.M.S. "WILLOCHRA"	R.M.S. "MOANA"
12,000 Tons Displacement	12,000 Tons Displacement.	10,000 Tons Displacement.

San Francisco to Tahiti, Rarotonga, New Zealand, Australia (Society Islands) (Cook Islands) (Wellington) (Sydney)

HINDS, ROLPH & CO., Gen. Agts., SAN FRANCISCO, CAL.

NETHERLANDS ROUTE

Sacramento River Boats

By Day from San Francisco

This delightful trip of 125 miles up the Sacramento River, through orchards, gardens and meadows, carries you to the Capital City of California. Leave San Francisco 8.30 a. m. and 12.00 noon daily, except Sunday.

By Night from Sacramento

Enabling you to leave Sacramento at 9.00 p. m. daily, except Sunday, arriving at San Francisco at 7.00 a. m., or leave Sacramento 10.00 a. m. daily, except Sunday.

The Steamer

The well-known steamer "Navajo." Staterooms \$1.00 and \$1.50 to \$2.00; single berths 50c. The fare is \$1.50 one way. Breakfast and dinner, a la carte. Luncheon 50c. The cuisine and service are alike excellent.

First-class railroad tickets are good on these Steamers

For further particulars ask agents

SOUTHERN PACIFIC

NEW, FAST, STEEL PASSENGER STEAMSHIPS GIVING DIRECT SERVICE TO

HONOLULU and Volcano of Kilauea

From San Francisco

S. S. LURLINE (13,000 tons)	- - - Dec. 8, Jan. 5, Feb. 2
S. S. WILHELMINA (13,250 tons)	- - - Dec. 16, Jan. 13, Feb. 10
S. S. MATSONIA (17,000 tons)	- - - Dec. 30, Jan. 27, Feb. 24
S. S. MANOA (14,000 tons)	- - - Dec. 22, Jan. 19, Feb. 16

Honolulu and return, first-class, \$110. Volcano Trip, \$20 additional.

Connection at Honolulu for Australia and New Zealand, with stopover at Honolulu if desired. Sydney or Auckland and return, first class \$300.

MATSON NAVIGATION COMPANY

268 Market Street

San Francisco, Calif.

WHO WILL MEET YOU ON ARRIVAL

AT NEW YORK

Passengers arriving from New Orleans or foreign ports will find on the dock a representative of the

Southern Pacific Company



FRANK BARTHELS

Frank Barthels

Steamship Passenger Agent

Who will be pleased to give full information regarding Hotels and Departure of Trains, arrange for Railroad and Sleeping Car Tickets, Check Baggage through to Destination or Transfer to any part of City and Render Any Other Assistance that may be required.

Les passagers trouveront aux différents quais a New York le représentant de la Cie. Southern Pacific

qui sera leur entière disposition pour leur donner tous les renseignements concernant la douane, les hôtels, le départ des trains et le transport des bagages, soit en ville, soit aux gares. Si les passagers sont porteurs, d'un billet de la Cie. Southern Pacific, il enregistra les bagages jusqu'à destination finale et réservera des places dans le Wagon Lit.

Passagiere von Europa ankommend

werden am Landungsplatz in New York einen Repräsentanten der

SOUTHERN PACIFIC COMPANY

anfinden, der bereitwilligst volle Auskunft geben wird über

Hotels und Abfahrt von Bahnzügen, für Eisenbahn und Schlafwagen Fahrkarten sorgen, auch Gepäck nach dem Bestimmungsorte ohne Umladung durchsenden, oder nach irgend einem Theile der Stadt überführen, und gewünschten Beistand, leisten wird.

AT NEW ORLEANS

Mr. F. J. Bole, Passenger Agent of the Southern Pacific Rail and Steamship Lines, meets all trains and steamers entering New Orleans and will take pleasure in rendering any assistance that may be required, also furnish any information regarding train schedules, steamship sailings, transfers throughout the city, etc.

The New Orleans City ticket office of the Southern Pacific is located at 227 St. Charles Street, in St. Charles Hotel Building. All Southern Pacific trains arrive at and depart from Union Station, Howard Avenue and South Rampart Street. Steamers for Havana and for New York leave from head of St. Ann Street.



F. J. BOLE,
Passenger Agent

List of Interesting Illustrated Pamphlets

"One Hundred Golden Hours at Sea"

A handsomely illustrated booklet, tells all about the pleasures of a trip on one of the New York-New Orleans Line Steamers. Send for copy, as well as the current issue of this folder, card of latest sailing dates and "The Romance of New Orleans." Apply to any Southern Pacific Agent or



DAN HALLARON
Passenger Agent

L. H. NUTTING, General Passenger Agent,
366 Broadway, New York.

Following Books Sent on Request

Postage or Free, as Indicated

CALIFORNIA FOLDER MAP 18 pages, one cent	CALIFORNIA, WHERE COOL SEA BREEZES Blow, 32 pages, one cent
CALIFORNIA BIG TREES 36 pages, two cents	GREAT SALT LAKE CUT-OFF PRIMER 32 pages, one cent
CALIFORNIA FOR THE SETTLER 106 pages, three cents	NETHERLANDS ROUTE, SACRAMENTO RIVER, 32 pages, one cent
CALIFORNIA AND PACIFIC COAST FOR THE TOURIST, 148 pages, three cents	THE TAHOE COUNTRY, ITS LAKES AND STREAMS, 32 pages, one cent
	YOSEMITE NATIONAL PARK, 48 pages, one cent

Address, CHAS. S. FEE, Passenger Traffic Manager, San Francisco, Cal.

LOUISIANA

WALL MAP OF LOUISIANA	AGRICULTURAL POSSIBILITIES OF LOUISIANA
WINTER IN NEW ORLEANS	LOUISIANA FOR THE SETTLER
MADAME BEGUE AND HER CREOLE RECIPES	

Address J. H. R. PARSONS, Gen'l Passenger Agent, M. L. & T. R.R., New Orleans, La.

TEXAS

TEXAS COAST COUNTRY	SAFETY AND COMFORT
TIMELY TIPS TO TEXAS TRUCKERS	HEALTH AND PLEASURE RESORTS OF TEXAS
FACTS AND FIGURES FOR FARMERS	TEXAS AND LOUISIANA RICE
TEN TEXAS TOPICS	SOUTHWEST TEXAS
	EAST SOUTHEAST TEXAS

Address, T. J. ANDERSON, Gen'l Passenger Agent, Sunset-Central Lines, Houston, Tex.